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The Hongkong Telegraph

(ESTABLISHED 1881)

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TUESDAY, MARCH 30, 1920.

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REUTER'S TELEGRAMS.

THE CRISIS IN GERMANY.

SOCIALIST GOVERNMENT TO BE FORMED.

London, March 24.
While the Spartacists in Westphalia are increasing their successes, the Ebert Government has come to terms with the parties of the Left at the cost of further sweeping concessions. A purely Socialist Government will be formed to re-establish order and hold an election, while the Reichswehr will be replaced by Workmen's Guards.
Herr Bauer is going to the Ruhr region to negotiate with the workmen there.
The Reds claim to hold the line from Dorsten to Halten, thus threatening to cut off the Government troops at Wesel.

CONFLICTING REPORTS.

Berlin, March 24.
The Trade Unionists and Socialists have issued a manifesto recommending workers and officials throughout Germany to resume work, owing to the Government's pledge to withdraw the troops from Berlin, abolish Martial Law and not attack armed workmen, particularly in the Ruhr region.

Meanwhile Reuter's correspondent at Paris, writing under today's date, says German officers representing the Ebert Government have arrived and interviewed M. Millerand, asking permission to send Governmental troops to the neutral zone to restore order. It is reliably understood that the Allies have decided to give permission, coupled with necessary guarantees for the subsequent withdrawal of German troops. A possible explanation of this conflicting information may be that the situation in Berlin has changed since the despatch of the Germans to Paris, causing the Ebert Government to revoke the policy involving the sending of troops to the Ruhr region. It is noteworthy on this matter that France is most anxious that order should be speedily restored in the Ruhr region, as the continuation of her industries largely depends on the coal therefrom.

RINGLEADERS ARRESTED.

Berlin, March 24.
It is officially stated the General von Luttwitz and Admiral von Trotha have been arrested, while Herr von Kapp and other ringleaders have disappeared and arrest warrants have been issued. Their property is being provisionally seized and a trial will begin in their absence.

A Cologne message says the troops driven into the British lines at Solingen, mentioned on the 17th, have been interned at Dellbrück under a British guard.

HOLLAND AND THE COMMUNISTS.

Berlin, March 23.
The Communists in the western industrial regions are extending their operations towards the Dutch frontier with the object of securing foodstuffs, which are very scarce, in return for coal. The Dutch authorities refuse to recognise the Communists.
Berlin remains quiet except for scuffles in the working-class quarters, where there is a food shortage. The railways are resuming to-morrow. The Government has ordered the removal of all reactionary officers from the Army.

POLICING THE RUHR VALLEY.

Paris, March 24.
A German Military Mission has arrived at the request of the Allies, to authorise the German Government to despatch 100,000 troops or police to the Ruhr Valley.
A semi-official announcement in that connection is of the opinion that such despatch is unnecessary since normal conditions are being restored under the Workmen's Councils. Moreover, it is more likely to revive the conflict than otherwise.

FIGHTING AT DUISBURG.

Paris, March 24.
A message from Mayence says that fighting has begun at Duisburg, between the German insurgents and the Belgian occupying troops.

Herr Bauer has telegraphed to the Communist Committee at Hagen, in Westphalia, promising to cease the movement of troops if the Soviet Government is definitely repudiated; the Constitutional Authorities reinstated; and the workers lay down their arms and resume work. Otherwise the Government will be unable to obtain food from the Entente or Holland.

HOME RACING.

London, March 24.
The Lincolnshire Handicap resulted as follows:—
Furious 1.
Seatwell 2.
Montith 3.
Twenty-nine ran; won by three lengths, half a length between second and third.
The betting was—33 to 1, Furious; 20 to 1, Seatwell; 9 to 1, Montith.

DEATH OF MRS. HUMPHRY WARD.

London, March 24.
The death is announced of Mrs. Humphry Ward, the well-known novelist.
[The deceased, who was a most prolific writer, was a daughter of Thomas Arnold, second son of Dr. Arnold, of Rugby, and niece of Matthew Arnold. She was 68 years of age.]

RAILWAY STRIKE IN SPAIN.

Madrid, March 24.
A general railway strike has begun throughout Spain. Hitherto there have been no disturbances.

REUTER'S TELEGRAMS.

DISSATISFIED MINERS.

FIRM STAND BY GOVERNMENT.

London, March 24.
The Miners' Federation has advised the Government of its rejection of the latter's offer, already cabled, but has offered to re-open negotiations with the Cabinet.
Mr. Lloyd George has replied that the Government has no further communication to make.
The Federation is consequently arranging a ballot among the miners on the question of a strike in all the coalfields. It is expected that the result of the ballot will not be known before Easter.

DEMAND TO BE RENEWED.

London, March 24.
The Miners' Federation has confirmed the Executive's rejection of the Government offer of an increase in the daily wage of 1/6 for men and 6d. for boys, or alternatively a 20 per cent. increase in gross wages on the Sankey pre-war rate. The Executive has been instructed to renew the present demand.

TO-DAY'S CHINESE TELEGRAMS.

CHINA AND JAPAN.

Shanghai, March 29.
During the conference in connection with the Foochow incident, the Japanese Minister, after ceding most of the demands made by China, made a counter-demand, that the boycott of the Japanese goods must be suppressed as soon as possible, to which the Vice-Minister of the Ministry for Foreign Affairs replied that after the amicable settlement of the matter public indignation will be soothed down and the boycott will gradually vanish.

JAPANESE AND BOLSHEVICS FIGHTING.

Singapore, March 29.
Information from the authorities along the north-east boundary states that there is severe fighting between the Bolsheviks and Japanese troops, and that the forces of the former are daily becoming greater.

THE VICE PRESIDENCY.

Shanghai, March 29.
Owing to disagreements among the M. P.'s, the Vice President election question has been left in abeyance.

CHINA-JAPAN AGREEMENT CANCELLED.

Shanghai, March 29.
A circular telegram will shortly be issued to the effect that the Military Agreement with Japan is cancelled.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

NO CUSTOMS GUILD.

Shanghai, March 29.
The decision of the Inspector General not to tolerate the Customs Guild has been followed by a request for the resignation of the Chief Examiner, Mr. H. Wyatt, Appraisers Office, who was chairman of the Shanghai Committee and presided at the meeting when the Guild was formed. Mr. Wyatt has resigned after seventeen years' service. He was spokesman for the men desirous of a Guild and the men's action is awaited with interest. There is much talk among Customs men, some declaring they must stand by Mr. Wyatt and others tearing wholesale requests for resignations.

CHRISTMAS ISLAND RIOTS.

Singapore, March 25.
The sequel to the riots at Christmas Island last December which has just taken place at Singapore Assizes has concluded in Chong Yip and Sap Ng being sentenced to ten years' imprisonment for arson in attempting to set fire to the Kongsi containing stores and \$28,000. Two hundred coolies rioted and two were shot dead.

EARLIER TELEGRAMS.

THE HAMBURG AMERICA LINE.

New York, March 24.
The American Steamship Owners Association has passed a resolution unanimously opposing the allocation of a hundred and eighty American owned ships to the Hamburg-America Company's Routes in accordance with the recent vote of the Senate Commerce Commission. The resolution mentions a report that the Hamburg-America line was trying to obtain the agency for American ships, which are to be operated so as to re-establish the Hamburg-America's business worldwide.

THE BOAT RACE.

London, March 23.
Cambridge rowed the full course in a trial, under ideal conditions, with fairly strong following wind and good water in 15 mins. 1 sec.

EARLIER TELEGRAMS.

FIGHTING IN GERMANY.

Brussels, March 23.
A report from Aix la Chapelle confirms that all towns and important points on the Ruhr are guarded by armed workmen. The Governmental troops, numbering from twenty to thirty thousand, have withdrawn to the left bank of the Ruhr and are concentrated around Wesel, whereas the approaching army of Communist outnumbers the Governmentals by 4 to 1. It is reported a battle is progressing.

Berlin, March 23.
Herr Noske has resigned and the Independent Socialists have demanded the formation of a Labour Cabinet.

The city is resuming normal conditions. The railways and posts have resumed and shops have reopened. A violent Spartacist attack on the Town Hall at Quedlinburg was beaten off by troops, who retook the railway. Very heavy losses were sustained by both sides. The Governmental troops recaptured Halle, after two days' artillery fighting.

Copenhagen, March 23.
Newspaper reports from Berlin state that the Communists in Westphalia have formed an army of at least ten thousand, equipped with machine-guns and armoured cars. They already hold a dozen small industrial towns.

Berlin, March 22.
Heavy fighting between regulars and insurgents took place north of Spandau. The regulars bombarded the village of Henningsdorf and drove out a strong band of insurgents after violent house to house fighting, inflicting many insurgent casualties. Violent fighting is also reported at Adlershof, near Potsdam. The troops advanced as far as Koepenick, where they restored order.

Berlin, March 23.
Herr Ebert has accepted Herr Noske's resignation, which is due to Labour pressure, also his failure to nip the Kapp plot in the bud.

Copenhagen, March 23.
It is reported from Hamburg that Admiral Meurer has been released from arrest. The naval men at Kiel who arrested their officers demand to choose their own officers, otherwise they will disband. As the Defence Minister ordered the units of the forces to be kept together in all circumstances, the demand will be granted. Meanwhile the Navy has placed itself at the disposal of the Government if necessary to combat revolt of the Left Extremists.

It is reported from Essen that the Revolutionary Council claims the revolutionists hold the entire industrial region and a Red Army of fifty thousand is victoriously approaching Wesel, where is the last remnant of regular troops.

THE COAL TROUBLE.

London, March 23.
The negotiations between the Miners' Executive and the Coal Controller respecting the demand for an additional three shillings have been broken off. Mr. Hodge stated the position was extremely grave and serious. The Miner's Conference is deciding a course of action to-morrow.

The breaking off of coal negotiations appears to be due to the rising temper of the miners, who rightly or wrongly are very angry since the announcement of the reduction of prices of bunker coal. The miners accuse the Cabinet of inspiring the reduction with a view to defeating the miners' demand for a three shilling advance, as it is now declared the advance, which cost £24,000,000 would have to be added to the home coal bill and hence would be most unpopular throughout the country.

A SINGAPORE DIVORCE.

London, March 28.
The Divorce Court has granted a decree nisi to Mistress Jessie Winifred Niblett on the grounds of bigamy and adultery by her husband, William Charles Niblett, a barrister formerly of Singapore. The Counsel for the Petitioner, who is insane, the petition being by her father, stated that soon after the couple arrived at Singapore the Petitioner discovered her husband had resumed relations with a former mistress. She returned to England and subsequently developed suicidal tendencies and was admitted to an asylum.

THE IRISH PROBLEM.

London, March 23.
A detachment of troops mobbed by a crowd in Dublin volleyed, killing two and wounding several. The funeral of the Lord Mayor of Cork was attended by the most remarkable scenes. All police and military were withdrawn from the streets and eight thousand Sinn Fein Volunteers, wearing Republican uniforms, with two hundred priests headed the two mile procession, all denominations being represented. Work was suspended in many towns.

CANADA'S NAVY.

Ottawa, March 23.
A semi-official statement confirms the "Journal's" report that the Government has decided not to proceed with Lord Jellicoe's programme. Consequently it demobilises the nucleus crews and is dismantling the dockyards and naval college and refuses Britain's offer of warships.

TRANSPORT.

London, March 23.
Sir Eric Geddes, inaugurating the Institute of Transport, denied that chaos existed in the transport industries. The imports and exports of the Port of London exceeded those of 1913. The transport agencies, by meeting the task before them, were contributing to the reconstruction of the country.

BY-ELECTION.

London, March 23.
The Argyllshire by-election arising from Mr. Sutherland's appointment as Minister of the Treasury resulted in Mr. ...

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s.—1/4d.

LOANS FOR BUILDING.

COLONIAL SECRETARY INTERVIEWED.

In connection with the new Government scheme of meeting the housing shortage by the advance of loans for building purposes, we interviewed the Colonial Secretary (the Hon. Mr. Fletcher) this morning and were informed of some interesting particulars concerning the proposed loans.

To our enquiry whether the Government is putting aside a sum of money for the scheme, Mr. Fletcher said that it rather depended on the number of applications for loans received. No estimate could yet be formed of the total amount required, and the Government, though it had a large credit balance, had not, as far as he could see, very much loose cash available at present. A great part of the funds consisted of investments and various deposits in England which were drawn upon for the purchase of stores, payment of passages, etc. In view of the limited balance of loose cash, the Government would have to be careful in the advance of loans for house-building.

"Will the loans be available to individuals as well as to Companies?" inquired our representative.

Mr. Fletcher said that the loans would be available to anyone, subject, of course, to the advice of the Committee which has been formed by the Government for the purpose of advising it regarding the matter. The interest charged on the loans would be five per cent. for the first advance. This rate, Mr. Fletcher pointed out, would not necessarily be a fixed one, but would be dependent on the recommendations of the Committee which will take into its consideration all the circumstances of the applications.

The question of opening up a part of King's Park for house-building purposes has been under the consideration of the Government, though no decision has been reached, so far, of selling the site. There had been various applications made in respect of the site, but the Government was unable to deal with them as the question of opening up the site had not been definitely settled.

Mr. Fletcher proceeded to comment on the vast amount of land which is made possible for residential purposes by the construction of the 100-foot road from Sam-sui-po to Kowloon City. In this connection the Government, he said, has under its consideration the establishment of suitable means of communication as for instance, a tram line along Nathan and Cornation Roads which would bring residents of the new sites within 10 minutes' reach of the Star Ferry.

Speaking on the Praya East reclamation, the Colonial Secretary said that on its completion, a large extent of land would be available for residential and other purposes. In addition, the new road to Magazine Gap opened up a number of new sites.

BARROW TERRACE.

In the course of the interview, we were informed by Mr. Fletcher that the notices served on the tenants of three of the houses of Barrow Terrace by the landlord have been withdrawn, in consequence of urgent representations by the Kowloon Residents' Association to the Government.

This is the second instance in which the same tenants have sought the intervention of the Government. The first was when they successfully appealed to the authorities for protection against ...

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THERAPION No. 2
THERAPION No. 3CHAMBER OF
COMMERCE.LAST NIGHT'S ANNUAL
MEETING.

The annual meeting of the members of the Hongkong General Chamber of Commerce was held yesterday at the Chamber Room. In the absence of the Hon. Mr. Stanley H. Dodwell, President, the chair was taken by the Hon. Mr. E. V. D. Parr, vice-chairman, who was supported by the Hon. Mr. P. H. Holyoak, the Hon. Mr. J. Johnstone, and Messrs. J. W. C. Bonnar, C. S. Gubbay, C. H. P. Hay, J. A. Plummer, R. Ross Thomson, and E. A. M. Williams, Secretary. Firms present with their representatives were: Messrs. J. M. Alves & Co., Mr. J. M. Alves; Arnold Bros. & Co., Ltd., Mr. R. Monteith Webb; Banker & Co., Mr. Lindsay Wood; Banque de l'Indo Chine, Mr. I. Borindougue; Bradley & Co., Ltd., Mr. J. A. Plummer; Butterfield & Swire, Mr. Ross Thomson; Cawsejee, Pallanjee & Co., Mr. R. B. Cooper; Chartered Bank of India, A. & China, Mr. J. Crockett; Mr. B. W. Tape, Mr. G. M. Shaw; Commercial des Messageries Maritimes; Dodwell & Co., Ltd., Mr. G. M. Dodwell; Donnelly & Whyte, Mr. L. M. Whyte; Douglas S. S. Co., Ltd., Mr. G. W. Barton; Messrs. Eastern Asbestos Co., Mr. T. W. Hill; Gande Price & Co., Ltd., Mr. C. Bond; Gibb, Livingston & Co., J. W. C. Bonnar and A. O. Lang; W. A. Hannibal & Co., Mr. W. A. Hannibal; Hongkong, Canton and Macao Steamboat Co., Ltd., Mr. J. Arnold; Hongkong Electric Co., Ltd., Mr. F. Erahm; Hongkong Fire Insurance Co., Ltd., Mr. L. N. Leefe; Hongkong Mercantile Co., Ltd., Mr. S. W. Ho; Hongkong and Shanghai Banking Corporation, Mr. N. J. Stubb; Hongkong Tramway Co., Ltd., W. E. Roberts; Hongkong Import and China Produce Export Co., A. de Souza; Hughes & Hough, T. F. Hough; Hogg, Karanji & Co., Ltd., Haufon Hutchinson; Jardine, Matheson & Co., Ltd., Hon. Mr. John Johnstone; Marine Insurance Association of Hongkong, Mr. D. K. Blair; Mercantile Bank of India, Ltd., Mr. C. L. Sandes; J. R. Michael & Co., W. E. Joseph; Mr. G. C. Moxon; Nestle and Anglo Swiss Condensed Milk Co., Mr. A. G. Coppin; New Zealand Insurance Co., Ltd., Mr. J. W. Stackhouse; Seth and Fleming, Mr. Hon. Percy Smith; Reiss & Co., Hon. Mr. P. H. Holyoak; J. M. da Rocha; Rudolf Wolf & Kew, Ltd., Mr. C. W. Kew; Mr. A. G. da Rocha; E. D. Sassoon & Co., Mr. C. S. Gubbay; H. Skott & Co., Mr. G. E. Wetton; H. Stephens & Co., Ltd., Mr. H. Stephens; Toyo Kisen Kaisha, Mr. F. P. Talati; Union Trading Co., Mr. S. M. Churn; Union Insurance Society of Canton, Ltd., Mr. C. H. P. Hay; United Asbestos Oriental Agency, Ltd., Mr. W. C. Shiner; P. A. Xavier & Co. and Messrs. Yuen Hop Ho, Mr. S. A. Leang.

The Chairman said:—Gentlemen, the Report and Accounts have been in your hands for some days, and we will, with your permission, adopt the usual course and take them as read.

It will be observed that the correspondence during the year has again been exceptionally heavy and I will now refer to those questions which appear to deserve special mention as briefly as possible.

Telegraphic Delays.

Telegraphic delay has been the subject of a voluminous correspondence more or less throughout the year and the following detailed information on this subject which has come to hand since this report was printed, will no doubt be of interest.

The London Chamber of Commerce informs us, in reply to our advice that the question of telegraphic delay has been constantly before the Home Chambers, practically ever since the Armistice. At the outset, efforts were concentrated upon the abolition of the so-called Government Message and the re-establishment of the unrestricted use of codes, registered telegraphic addresses, deferred rates etc. It was anticipated that when this was effected a considerable amelioration would result, but in the latter months of the year things went from bad to worse and continual correspondence both with the London Post Office and the Cable Companies resulted.

The primary causes of the delay are as follows:—The length and number of the cables despatched at the present time, is largely in excess of normal.

The number of words dealt with in 1918 was 180 millions, as compared with 64 millions in 1913. Certain lines such as the Indo-European, interrupted from the beginning of the war, are not yet in

operation. The Indo-European and Great Northern, the latter still interrupted, via Russia and Germany carried a large proportion of the Far East and Indian traffic before the war. The whole of the telegraphic business between the East and the United Kingdom has therefore to be carried by the Eastern and Associated Telegraph Companies. Then it has not been possible to maintain the cables in a proper state of repair during the war years, exposed as they were to the full blast of the enemy's submarine and mine warfare, although like all the other brave members of the Mercantile Marine, the repairing ships of the Eastern Telegraph Company were at work, we are informed practically night and day. Owing to the enormous demand, manufacturers are unable to promise delivery of material for new cables. In their own interests, as well as the Telegraph Company's and ours the present unsatisfactory position will no doubt be regulated as expeditiously as possible. We are further advised a new cable is being laid between the United Kingdom and Gibraltar, and orders are being given for the manufacture of a cable to provide a new fast speed line to the East, via Mediterranean, Red Sea, Bombay, Madras, and Singapore. A large quantity of new apparatus is also on order, which it is stated will tend to increase the capacity of the existing cables. It is to be hoped therefore that the time which must elapse before the whole of these requirements are met will be as short as possible, and that the speed of transmission of telegrams, and comparative freedom from errors of which the Telegraph Companies justly prided themselves before the War, will be resumed with the least possible delay. I regret to have to mention however that in some cases the delays to particular telegrams are inexplicable and it is difficult to believe that the local system is not at fault somewhere when messages for firms not 5 minutes walk from the Telegraph Office take 45 minutes in delivery, also when a message from Singapore to Hongkong takes 90 hours one day and one immediately before or after is delivered in under 24 hours.

Cases of this kind are serious handicaps to trade and may cause great inconvenience and the loss of large sums of money. With reference to the much discussed subject of "urgent" rates it is to be hoped the Telegraph Company will soon be able to make such arrangements as will reduce to normal the too frequent present necessity of having to pay three times the tariff rate for what it is feared has too often proved a doubtful advantage.

I mention these matters in the true interests of the Telegraph Co. and of Trade generally.

The Mails.

The delay to the outward Mails, also referred to in our report has been curtailed during the year by Shipment per India Mail Steamers via Marseilles, Bombay, Negapatam, and Singapore, which however necessitates a wait at the latter port for a direct steamer for China. That is the reason, gentlemen, why some mails arrive more quickly than others, the time in transit necessarily depending upon the wait at Singapore for the first most expeditious steamer for Hongkong. It will be readily understood that the first steamer leaving may not be the quickest, therefore discrimination on the part of the Post Office at Singapore is making enquiries regarding the possibility of forwarding Homeward Mails also by this route, when a more direct service is not available. Some merchants indeed already forward letters for Europe etc. to their friends in Singapore to be reposted by the weekly mail thence via Negapatam and Bombay.

Registration.

The question of the registration of firms, trading under names other than their own, has been very carefully considered by the Chamber's Legal Sub-Committee, and legislation to counteract practices often misleading was proposed to the Government. The Committee acknowledged with grateful thanks the time and trouble taken over the legal aspect of the matter by Messrs. C. D. Wilkinson H. Gedge and J. Scott Harrison, and regret that it has not, up to the present, been found practicable to pass the proposed legislation.

Older members may remember that a Royal Commission, set and reported to the Government on this subject some years ago. It would

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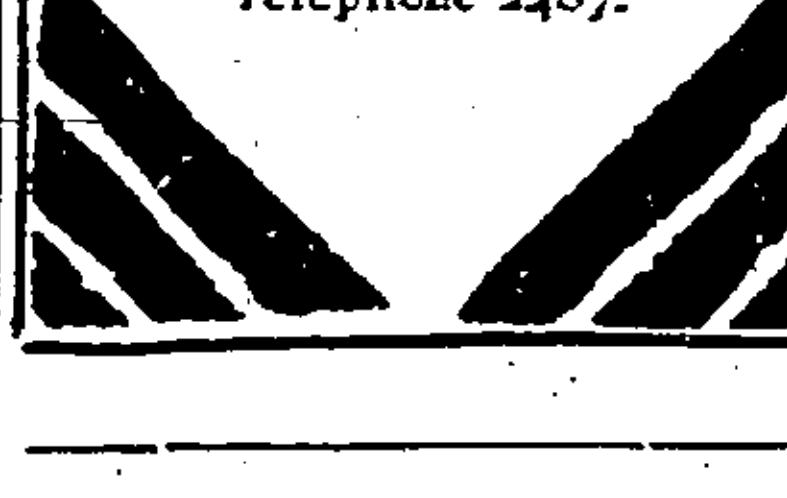
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appear that merchants must protect their own interests by making any enquiries concerning their correspondents they may deem necessary, through the Chamber of Commerce at the Port concerned, the leading banks or other ordinary channels.

Journalistic!

The Committee desire to acknowledge the gratifying support to the Chamber's "Daily Bulletin" and hopes for your continued assistance to enable this special issue to subscribers to be carried on without loss to the Chamber as hitherto. Apart from the value of the cables and the commercial information the "Daily Bulletin" presents in a form very handy for reference. The existence of this little journal has enabled us to initiate a service of news to the vernacular papers which I hope it time will be considerably extended. Moreover, it will be a subject for the consideration of your Committee whether, by the inclusion of market reports and prices current and in other ways, the scope of the Bulletin cannot be widened until it becomes more representative of the trade of this port and we can utilise it as the official journal of this Chamber.

I would also mention here the Shanghai British Chamber of Commerce Journal as interesting reading for merchants and a useful medium for mercantile advertisement. The Secretary of the Chamber in Shanghai will be glad to learn of any new developments of interest to general trade, in connection with firms at this Port.

The Study of Chinese.

I would like to refer particularly to this Chamber's School for the study of Chinese, which has done such good work in the past, but fell away somewhat as was to be expected with the depleted staffs during the war. With the return of our brave defenders to their former sphere of commercial usefulness we look for full classes, and it is hoped all firms here will encourage in every possible way their employees to join the school in their own as well as the firm's interest.

The Committee have once again to acknowledge the ability, carefulness and zeal with which the Director, the Rev. Dr. T. W. Pearce L. L. D. continues to conduct this work for the advancement of the Colony's Commerce. The Committee also desire to place on record their appreciation of the services of the late Mr. N. G. Nolan, Chief Interpreter of the Supreme Court of Hongkong as Examiner of the School and to express sincere sympathy with his family in their recent bereavement.

Government Mint.

The shortage of dollars in Shanghai in December last caused great inconvenience to trade and at one time it was not possible to obtain sufficient for the Paymaster at Tsingtau to meet requirements in connection with repatriated coolies. There was strong evidence that the Nanjing Mint was holding up dollars with the object of keeping

(Continued on Page 3).

NOTICES.

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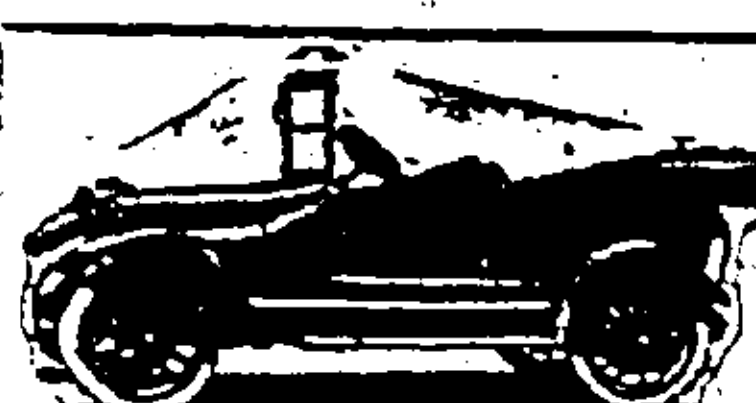
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CHAMBER OF
COMMERCE.

(Continued from Page 2)

the price at a level very much above minting cost. The result of representations through the British Consul General at Shanghai and Minister at Peking was the proposal by the Chinese Minister of Finance to establish a branch of the Nanking Mint at Shanghai. Your Committee fully endorse the opinion of the Shanghai Chamber that this proposal to establish a branch of the Nanking Mint in Shanghai is no more than a move to strengthen the already powerful hold of the Mint interest and to block reform, and that what is required is a central Government Mint open, as the resolution passed at the recent Conference of Chambers there stated, to the free coinage of dollars, with adequate guarantees for the maintenance of the fineness and weight of the coins.

Storm Signals.

The question of Storm Signals has been before your Committee as in previous years and after further mature consideration, and as a result of extensive expert enquiry, the Chamber advised the Government, that although some Shipping Masters were in favour of the Hongkong system, as against the China Coast system, which others preferred, they practically all favoured uniformity, to secure which it appeared necessary to adopt the China Coast system, and the Shipping Community are indebted to the Government for failing in with and adopting these views. The China Coast system will therefore now be in use in these waters.

The Time Ball is also now dropped at 10 a.m. and 4 p.m. except Saturdays, Sundays, and Holidays. Instead of at 1 p.m., and Time wireless signals flashed at 9 p.m. daily. The thanks of the Shipping are due to the Authorities for carrying out these suggestions also.

Economic Resources.

At the request of the Colonial Secretary, your Committee proposed the names of certain gentlemen to serve on a Committee of enquiry into the economic resources of the Colony. This Committee of enquiry has now been appointed and is sitting under the chairmanship of Sir Paul Chater, C.M.G., and it is hoped the result of its labours will prove of the greatest benefit to this Colony. The Committee has been divided into various sub-committees whose reports will be forwarded in due course to the Government and from time to time. Government notifications Nos. 320 and 359 regarding Imperial Preference will not have escaped your attention and their importance to the trade of this Colony has doubtless been carefully considered.

Probably few if any of our present exports owe 75 per cent. of their total value to Colonial labour and material, but with its growing industries, the regulations under notification No. 559 may prove of the utmost importance to the Colony.

Education.

During the year, your committee have in conjunction with the Government, formed the first two scholarships at the Hongkong University for Yunnanese Students.

The Chamber's commitment is \$8,000 per annum for 5 years, and I am sure you will agree with the policy aimed at in this connection of spreading the desire for Western Education among the Chinese, so far as may be possible with the limited funds at our disposal.

Bills of Lading.

With regard to the steps taken to obtain an increased valuation on Bills of Lading it is understood the leading lines have advanced the value limit up to £10 per foot and £200 per package respectively. This arrangement does not apply to all trades but shippers who have raised this question, chiefly those interested in Manchester goods, it is understood, been notified that claims will be dealt with on this basis.

Ton for Ton.

The Chamber's previous representations on the "Ton for Ton" policy have been courteously acknowledged by the Government. By the terms of the Peace Treaty Germany has recognised: "The principle of replacement ton for ton and class for class of all the merchant Shipping and Fishing Boats lost or damaged in the War. She is to code to the Allies all German merchant ships of 1,000 tons gross and

upwards, one half of the ships between 1,000 and 1,600 tons gross and one quarter of her steam trawlers and fishing boats and to build merchant ships for account of the Allies up to 200,000 tons gross annually for five years from May 1919." (Applause).

Gentlemen, whatever "wait and see" politicians may say about writing off enemy indemnities as bad debts it will take many years to expunge the memory of Germany's diabolical and cowardly practices of firing on defenseless women and children in open boats and leaving helpless men on their submerged submarines to drown. I see no reason to alter the views this Chamber has expressed in no uncertain manner from the beginning of the enemy submarine frightfulness, views well known to coincide with the London and other leading Chambers, regarding the "Ton for Ton" policy.

Rice.

My speech would not be complete without some reference to the rice situation so far as this affects Hongkong.

The question may be divided into two parts, namely, the rice sifting and transshipment trade of Hongkong, and the rice consumed proper of Hongkong.

As regards the former, a reference to the report will reveal to members that much time has been given by this Chamber in collaboration with the Association of Exporters and Dealers of Hongkong in arriving at an agreement for grading certain qualities of rice with the Rice Association of California. Copy of the agreement will be found on Page 245.

This agreement has been signed by practically every Hongkong firm interested in the export of rice, and is undoubtedly of great value in regulating the relations between the merchants of this Colony and the rice importers of California.

As regards the rice consumed in this Colony, I can say that the Government is very much alive to the situation and in the event of a shortage it is hoped it will be possible to deal with it in such a manner as will in no wise interfere with the delicately poised transshipment trade of the Colony.

A considerable correspondence will be noted in the report on the question of indenting for supplies through the Crown Agents referred to previously in 1917, and the committee is in entire sympathy with action taken by the Singapore Chamber, with a view to Government allowing local firms the opportunity to compete for this business, and it is hoped that the matter which has again been referred to the Secretary of State will receive favourable consideration.

The Government has here an opportunity of assisting local British firms which it cannot be said it went out of its way to do before the war. It will be noted it is not suggested that the rate-payers should suffer, but merely that local British firms should be given the opportunity to compete for the business, which would appear to be in the rate-payers' interests.

We have to acknowledge the good work of Professor Middleton Smith while he was at home in calling attention in the Press and elsewhere to the importance of China as a field for the development of trade and we do not doubt that what he was able to do in that respect will be for the advantage of trade of the Colony.

The Committee learned with deep regret of the sudden death in November last of Mr. C. H. Ross in England. Mr. Ross's valued assistance to this Chamber when he was in Hongkong, will be remembered by many present members, and his willing and cordial services continued to be over at our disposal after he left China, to assume charge of his firm's affairs in London. Only last June, gentlemen, as will be seen from the report, we were further indebted to him for so efficiently representing this Chamber at the Imperial Council of Commerce in London.

As usual there have been changes in our Committee during the year. We are again indebted to Mr. J. W. C. Bonnar for his valuable assistance and as he is retiring and shortly leaving us, we wish him long life and every happiness in the Old Country. (Applause).

I would also like to record the masterly manner in which the Hon. Mr. Dodwell has led and conducted the Chamber's affairs, as its Chairman during the year and I can speak for him that he greatly regretted having to leave for home before this annual meeting could take place. Our thanks are also due to him and the Hon. Mr. John Johnstone for so ably representing this Chamber at the first of the proposed conferences held in Shanghai last autumn, when matters of common interest to all merchants in China and Hongkong were fully discussed and have been referred to

in the Press. It is intended and hoped that this conference will be held annually at some central Port (Shanghai would appear to be indicated in this respect), and that such conferences will prove of inestimable value to trade and have far reaching beneficial effects to the foreign trade of China.

I cannot close this address without associating this Chamber with the many good wishes expressed on all sides to the retiring British Minister to Peking. The Rt. Hon. Sir John Jordan. I explained to Sir John that we should like to have shown our appreciation of his great services in China, by entertaining him on his way home, but his brief stay in the Colony and the day being Sunday rendered this impracticable. Our wishes are none the less sincere for his health and happiness in his well deserved retirement and we hope he may long be spared to place his intimate knowledge of affairs and vast experience in the Far East at the service of his Majesty's Government at home. (Applause).

With these remarks I beg to move the adoption of the Report and Accounts and when seconded I shall be pleased to answer any questions, to the best of my ability. (Loud applause).

Mr. G. Miskin said:—Sir, It is my pleasant duty to rise and second the motion before the meeting. One point, to which our Chairman has already given prominence, cannot, I think, be too strongly emphasized. The greatest drawback with which merchants have at present to contend is undoubtedly the extremely poor cable service, and until service is improved a great many opportunities and a great deal of good business must of necessity be lost.

In the matter of repairs of cables, the Telegraph Companies appear to be doing all that is possible and it is, of course, unreasonable to expect an immediate speeding up of the time taken by cables in transit. I cannot help thinking, however, that more might be done by the Telegraph Companies to prevent mutilation. At present it is the exception rather than the rule to receive a telegram containing no mutilated words.

On Page 29 of the report before you, you will have read of the action taken on December 12th, 1918 by the Ceylon Chamber of Commerce for the exclusion of German subjects from trading in that Colony.

You will most of you recall the unanimity which prevailed in this Chamber when a similar resolution was adopted in 1917.

It is extremely gratifying and encouraging to find how very general has been the endorsement in other Colonies of the timely action taken by the Hongkong British Chamber of Commerce at that time.

Gentlemen, I have pleasure in seconding the adoption of the report and accounts. They were unanimously adopted. The following Gentlemen were then nominated for the Committee: The Hon. Mr. P. H. Holyoak, the Hon. Mr. E. V. D. Parr, the Hon. Mr. J. Johnstone, Messrs. N. J. Stubb, O.B.E., A. O. Lang, C. S. Gubbay, C. H. P. Hay, J. A. Plummer, R. Ross Thomson, and G. M. Dodwell.

The election of certain firms to the Chamber was also agreed to.

Before the proceedings terminated, Mr. H. Percy Smith asked permission to bring up one matter which he said he had come to the meeting on purpose to do. He wanted to know whether the Chamber as a Chamber could take any notice or any action as regards the extremely unsatisfactory and inefficient telephone service in the Colony (Hear, hear). He had spoken some time ago to one of the Chamber's officials and he was asked why he did not bring up the matter by coming to the meeting and speaking about it. He ventured to ask the incoming committee to consider the matter and see if it was not possible for something to be done, to change the system altogether if necessary. Possibly they had an old fashioned system. He had seen one or two systems entirely different which he believed were superior to the Colony's.

The chairman said the matter had not been brought before the Committee before but he had no doubt the incoming Committee would take the necessary steps if the members wished them to do so, in this matter. He might say however that Mr. Parker Ness, Director of the Oriental Telephone Co., is here at the moment specially on this subject and they trusted the results of his visit would be a distinct improvement for there was not the slightest doubt that improvement was required as had been pointed out.

Mr. Percy Smith—Thank you, Sir. The meeting then terminated.

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Special line of Gent's Mercerised Cotton

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COMPANY MEETING.

HONGKONG FIRE INSURANCE CO., LTD.

The fifty-first ordinary general meeting of the shareholders of the Hongkong Fire Insurance Company, Ltd., was held at noon to-day, at the offices of Messrs. Jardine, Matheson & Co., Ltd. There were present Sir Paul Chater, Sir Robert Ho Tung, the Hon. Mr. John Johnston (Chairman), Messrs. A. H. Compton, C. S. Gubbay, F. Maitland, T. E. Pearce, G. W. Barton (Consulting Committee), J. M. Alves, G. Grimble, Ho Leung, F. C. Hall (acting Secretary), Lo Cheung-shiu, J. Arnold, D. V. Stevenson, L. N. Leefe, and A. Denison.

The Chairman said:—Gentlemen, The report and accounts having now been in your hands for some days, I propose, with your permission, to follow the usual custom of taking them as read. It gives me pleasure to call your attention to the very satisfactory results which have attended the working of the Company for the year 1919. The premium income for this year was \$30,000 more than the highest total previously reached, and the ratios for losses and expenses work out at the exceptionally favourable figures of 24.35% and 31.06% respectively. The income from interest shows a shrinkage of roughly \$9,000 entirely due to the high rate of sterling exchange at which we have been obliged to convert the revenue from our gold securities into dollars. High exchange not only diminishes our revenue from interest, but also of course our premium income from gold Agencies, and the value of our sterling securities in the balance sheet when expressed in dollars, and in view of the fact that the rate of 4s. 10½d. ruling on the 31st December last was 1s. 6d. above that on the same date for the year previous, we may congratulate ourselves on the outcome of this account. It is early to say much about the year 1919 which, as you are doubtless aware, has a further twelve months yet to run. The Far East was certainly not unproductive of fires. In Japan there were some very severe outbreaks, and Manchuria, Singapore, Manila and Hankow were all responsible for heavy claims. It is gratifying therefore that the balance of \$49,915.96, standing at credit of Working Account should be so well up to the average, and there is reasonable ground for expecting that the Account will run off leaving us with a very substantial sum in hand. The surplus to be dealt with at this meeting is \$445,134.28, and we recommend the payment of the usual dividend of \$27 per share; the appropriation of \$40,000 at 4s. 10½d., \$164,102.56 to the Reinsurance Fund, and that the balance of \$53,031.72 be placed to the credit of Investment and Exchange Fluctuation Account. The necessity of keeping a substantial sum at credit of this Account has been made apparent by our experience of the past few years, and until the future course of sterling exchange returns to a more normal condition provision must still be made for violent fluctuations. The staff have not been forgotten and you will, I trust, approve of the Consulting Committee's action of voting a bonus on their salaries of 15 per cent. as has been done in past years. I do not think that there is anything further in the accounts which requires special mention by me, but after the resolution which I am about to propose has been seconded I shall be glad to satisfy to the best of my ability any enquiries arising out of them which shareholders may wish to put.

I now propose the following resolution:—"That the report and accounts as presented, including the payment of a dividend of \$27 per share, an addition to the Reinsurance Fund of \$40,000 at exchange 4s. 10½d., \$164,102.56, the transfer of \$53,031.72 to the credit of Investment and Exchange Fluctuation Account, and the payment to the staff of 15 per cent. upon their salaries be adopted and passed."

Mr. Denison seconded, and the motion was carried.

The re-election of members of the Consulting Committee was proposed by Mr. Lo Cheung-shiu, seconded by Mr. Arnold and carried.

The re-election of Messrs. H. Percy Smith and A. R. Lowe as auditors was proposed by Mr. Grimble, seconded by Mr. Ho Leung and carried.

The Chairman announced that dividend warrants were ready.

FROM THE PULPIT.

THE LIMITATION OF WORDS.

Notes of a sermon by the Rev. J. Kirk Macdonald, at Union Church.—

"So they sat down upon the ground seven days and seven nights, and none spoke a word unto him: for they saw that his grief was very great."—Job 2:13.

"None spoke a word unto him;" it would have been inopportune and with fine perception they recognised it. Silence is the tribute instinct renders to tragedy and these three friends of Job paid it in noble measure. "None spoke a word unto him;" it was unnecessary, their presence said what words could not. "I was sick," says the Lord, "and ye visited me;" just came, that is the thing, whether anything is said or nothing.

It is common to gibe at Job's comforters, but can we who make a proverb of them match their long journey over desert sands and that week-long session in silence by the side of the broken man? Their visit was no hurried rush between office hours and a theatre engagement; we read of its pre-arrangement and deliberation, and long for the days when men had time for friendship, found leisure to know one another so well that speech could become superfluous.

"None spoke a word unto him." There are better things than speech; it fails as when we seem most to want it; we keep silence because we are unable to break it, or know that breaking it would only misrepresent our hearts. "What did you say to her?" was asked of a child who had been to see a playmate in trouble. "Nuffin; I only cried with her." Only!

Those of us whose very business it is to "speak the word in season," know best, perhaps, how unreasonable words can often be. We know also, taking a more general view of the subject, how easily words can get in the way of truth, come between us and reality, substitute themselves illicitly for thought and vision. All my life I have been struggling to say exactly what I mean in such a way that it cannot be misapprehended. The thing is impossible, though one must keep on trying. It cannot be done even in a legal document where everything is sacrificed to unmistakable accuracy. Six hundred and seventy of the supposedly best brains in Britain are supposed to have given their best consideration to every Act of Parliament, through three readings, committees, reports, and possibly months of discussion. Yet the moment it becomes law controversy begins as to what it means, was meant to mean, can be made to mean. The layman is absolutely puzzled, professional opinion takes a different shade for almost every professor, and not until fortunes have been expended is even an approximation to certainty arrived at, if indeed discovery be not made that a coach and four can be driven through the whole thing. The public half suspects a deliberate attempt to mystify it, but the fact is that life is complicated and language imperfect, so that not even a corner of aught actually alive, can be kept within the four corners of any document.

It is this in our daily affairs, is it not much more so when it comes to our written religious creeds? As tentative summaries of what is generally held at a given period, among Christians of a given communion these documents may be highly serviceable for many purposes, provided always that no commentary clauses are attached to them. But when they purport to prescribe fully, unerringly, for all time, the entire content and purport of the Christian revelation and its application to life here and hereafter, why then the longer they are, the worse they must be, the more rigid, precise and detailed, the more certainly will they leave living truth outside their pages and become a stumbling block rather than a help to the souls of men; temptations to insincerity, substitutes for reality, instruments of intolerance and causes of strife.

It is better to say too little than to attempt too much in matters such as these; it is easy to darken counsel by words without wisdom when dealing with human souls. Job's friends found that. As soon as the silence was broken trouble began. Job poured forth his complaint, discussion and argument followed, and it might have

continued to this day, for the problems involved are not wholly soluble on this side of death, though we have light on them in Christ which the old world had not.

Silence, to be sure, is not always superior; often it is blameworthy. Yet who has not wished many a time that the flood of speech could be stopped to let us think and listen?

In our public worship for example. The "Quaker's meeting" can become a formality like anything else, but there is a truth in the idea which we seem to have well-nigh lost sight of. If sometimes we could maintain quietness instead of expecting that something must always be going on we might find the silence broken from the other side, the voice which is still and small would get a chance to be heard. We err in thinking all time wasted in which we are not making some exertion; we have time which is best spent just in waiting, a wordless expectancy, a passivity of the soul ready for the touch of God.

The channels of communication between here and heaven can be blocked by words as well as built by them. Happily true it is that the soul's sincere desire may be either uttered or unexpressed.

Our own stumbling efforts at thought reading and "telepathy" are but a recognition of the fact that mind is more than sound and can make its impact on another mind apart from mechanism. The skilled thought-reader claims to do his work although he and the man whose mind he moves or is moved by speak different languages. So one would expect if wordless communication does really go on, and who can doubt that it does?

In the gospel narratives it appears over and over again that our Lord knew what was passing in the minds of others in spite of their silence. Constantly He would surprise them by replying to their thoughts, when not a word had escaped their lips. His strong and sensitive spirit was open to impressions which would have escaped others, and He read men's hearts better than they could as themselves. Of himself it is told that the people wondered at the words of grace which proceeded out of His mouth, as well they might. The officers sent to arrest Him came back declaring that never man spoke as He spoke, and we say that truly still. But are His silences not just as wonderful and as unique? One day they bring a convicted sinner before Him, with much clamour and quoting of their law; but not a syllable falls from His lips; He only stoops, and with His finger writes upon the ground. But what invective ever moved such a set of men to shame as did that silence, till one by one they slunk away and left Him alone with the accused? Then to the accused there is no preaching, no improving of the occasion, only the one word "Go, and sin no more." What matchless dignity, magnificent reserve, unexampled wisdom in a very difficult case!

Again before Pilate, that scene about which words of ours are best when fewest—Jesus in the Governor's power—answered him never a word—and the silence pierced us, no words could have pierced to such heart and conscience as the cynical Roman had left him; and it speaks to the world still, poignantly, irresistibly.

All the recorded words of our Master could be read in perhaps an hour, and the four little books which record them would make but a pamphlet among them. Yet the very meagreness of the record exhibits the Son of Man Himself in a way which a copious and lengthy biography would most surely have blurred, for it permits the shining through of the Personality who has made such an indelible impress upon human thought and history.

An obvious moral for us all is the commonplace that actions speak louder than words, that language without life behind it is a snare, a disappointment, a broken reed—anything you please which stands for futility and deception. Language, says the cynic, is given us for the purpose of concealing our thoughts. It certainly fails to express the best of them, and indeed until the world's Babel is sometime in future replaced by a Divine Pentecost, confusion of tongues will go on restraining the children of men from the noblest they aspire to do. At the best our words only partially reveal us to one another; many times they raise unintended barriers, for you cannot even be sure that what they mean to your-

self is the same as they have come to suggest in the mind of your neighbour. "None of them spake a word unto him," for their sympathy was too deep.

The story of Tennyson and Carlyle spending a long evening together without exchanging a syllable may or may not be apocryphal, the significant thing is that even as a story it should be a possibility. Do not laugh at the lover tongue-tied in his lady's presence; if she is wise she will think more of that than of his fluent rhapsodies.

Felix Mendelssohn wrote his Songs Without Words for the piano, and they have given joy to millions, who can find in them without any verbal intervention the hum of the spinning wheel, the dance of the butterflies, the peasant's chorus down the mountain vale. Pious folk there are who take great themes from the masters of music and adapt them to hymns, thinking it a pity they should be "wasted." Such is our slavery to words, we think nothing complete without them, but instead of enlarging the means of expression we limit it by such devices. Elaborate explanations are attached to the work of great painters or sculptors, as if these did not speak for themselves, restricting where we think to clarify, losing the freeness of suggestion in well-meant attempts to define.

We may do the same in our religion; trying to express the inexpressible we only circumscribe it. We may do it with our prayers, forgetting that the Heavenly Father knows already far more than we can tell Him.

We may do it with our feeble faith, attempting to formulate it, dissatisfied unless we can analyse and wrap in logical ceremonies, whereas the part of wisdom would be to live by such faith as we have and let it grow. God giving it a body as it pleaseth Him.

You will not take me for an advocate of unreason, but there is a deeper and a higher in our souls than words can set out in order before our limited understandings, and we miss the best if we refuse to trust it.

In that mystic region God speaks and energises, the Spirit Himself making intercession with groanings which cannot be uttered. For our very need is our most appealing prayer, and on that ground God meets us, going out to anticipate our dumb and silent seeking:—"It shall come to pass," He says, "that before they call I will answer; and while they are yet about to speak I will hear." Speak, Lord: Thy servants hearken.

NEW ADVERTISEMENTS.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, March 31st.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

FRIDAY, April 2nd (Good Friday)—ORCHESTRAL CONCERTS DURING AFTERNOON AND AT DINNER. (Semi-Sacred Music).

SATURDAY, April 3rd.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

SUNDAY, April 4th.—ORCHESTRAL CONCERTS DURING Tiffin and AFTERNOON TEA.

MONDAY, April 5th (Bank Holiday).—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

NOTICE.

IN THE SUPREME COURT OF HONGKONG PROBATE JURISDICTION.

In the Goods of Euphonia McMillan Haynes of Victoria in Colony of Hongkong Widow deceased.

NOTICE is hereby given that the Court has by virtue of Section 58 of the Probates Ordinance No. 2 of 1897 made an Order limiting the time for Creditors and Others to send in their claims against the above Estate to the 20th April 1920.

All Creditors and Others are accordingly hereby required to send in their claims to the undersigned on or before that date.

Dated this 29th day of March, 1920.

DEACON LOOKER DEACON & HARSTON
Solicitors for the Administrator.
No. 1 Des Voeux Road, Central, Victoria, Hongkong.

NOTICE.

THE "STAR" FERRY CO., LTD. MONTHLY TICKETS.

The following reductions will come into operation from April 1st, 1920:—

Single Monthly Tickets will be reduced to \$5.00.

Family of 3 Monthly Tickets will be reduced to \$9.00.

The price of other tickets will remain as at present.

Hongkong, 30th March, 1920.

THEATRE ROYAL HONGKONG.

TO-NIGHT AT 9.15.

LAST NIGHT HERE OF

THE GREAT ENGLISH ACTRESS.

MARIE TEMPEST

In association with

GRAHAM BROWNE

and World-Tour Company

in Henry Arthur Jones' Famous Comedy

MARY GOES FIRST

Plans at MOUTRIE'S.

Management: WILFRED COTTON

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:

NOTICE.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on Friday, Saturday and Monday, the 2nd, 3rd and 5th April, 1920.

Hongkong, 29th March, 1920.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

to sold in one lot by Public Auction on

TUESDAY

the 6th day of April 1920 at 3 o'clock p.m. at his Sales Rooms at No. 6 Duddell Street, Victoria, Hongkong.

by Mr. Geo. R. Lammert, Auctioneer.

The property consists of:

All that piece or parcel of ground situate at Victoria Hongkong registered in the Land Office as Section D. of Inland Lot No. 958 together with all the messuage and premises thereon known as No. 65 Wyndham Street.

For further particulars and conditions of Sale

Apply to Messrs. Wilkinson & Grist Vendor's Solicitors, No. 9 Queen's Road Central, Hongkong.

or Mr. George P. Lammert Auctioneer No. 6 Duddell Street, Hongkong.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m.

at his Sale Rooms, Duddell Street

The Steamer "DAGMAR" as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg. 921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to

Geo. P. LAMMERT, Auctioneer.

Messrs. THORESEN & CO, Hongkong.

FOR SALE.

FOR SALE.—A Five Room Semi detached House known as "BICTON" Plantation Road No. 127 The Peak, area about 11,000 Square feet; with Tennis Court area about 43,000 Square feet. Apply Johnson, Stokes & Master, Solicitors, Princes Buildings.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

— Opposite the University — Tel. No. 732. P.O. Box, 583. Principal

JOHN P. JONES, B.Sc., M.E. Mm. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

EASTER HOLIDAYS.

This Office will be entirely closed on Good Friday, the 2nd April. It will be opened for all purposes till noon on Saturday the 3rd, & Monday, the 5th April, 1920. Licensed Warehouses will be entirely closed on those dates.

C. W. BECKWITH, Superintendent, Imports and Exports Office, Hongkong, 29th March, 1920.

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the Shareholders will be held at the Company's Hotel, Hongkong, on WEDNESDAY, 7th April, 1920, at noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st December, 1919.

The REGISTER of Shares of the Company will be closed from THURSDAY, 1st April to WEDNESDAY, 7th April, 1920 (Both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

J. H. TAGGART, Manager and Secretary.

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that Certificate for 4 Shares Numbers 20985/20988 issued on 11th March 1889 in the name of Ip Ping Kwan, has been declared lost, and should the same not be produced before the 31st inst, the same shall be deemed cancelled and of no effect.

GIBB, LIVINGSTON & CO. Agents. Hongkong, 13th March, 1920.

ST. JOHN'S CATHEDRAL

Good Friday

ORATORIO SELECTIONS

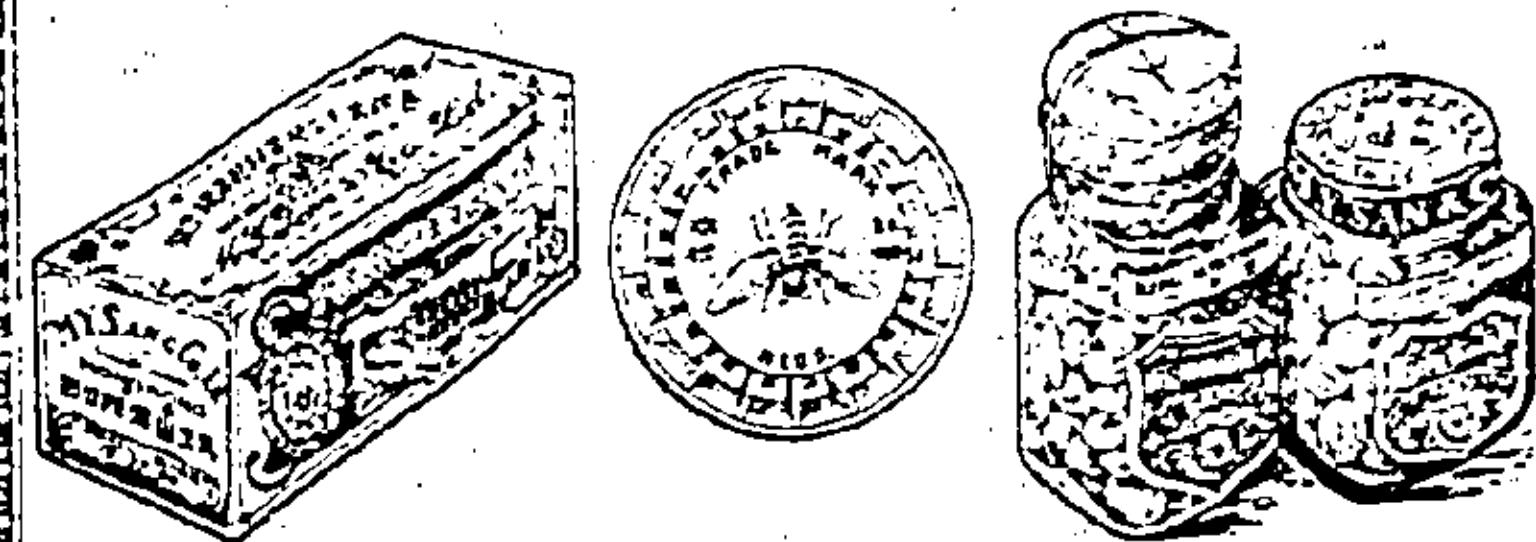
at 9.15 p.m.

NOTICES

Cornell Bros. Co.

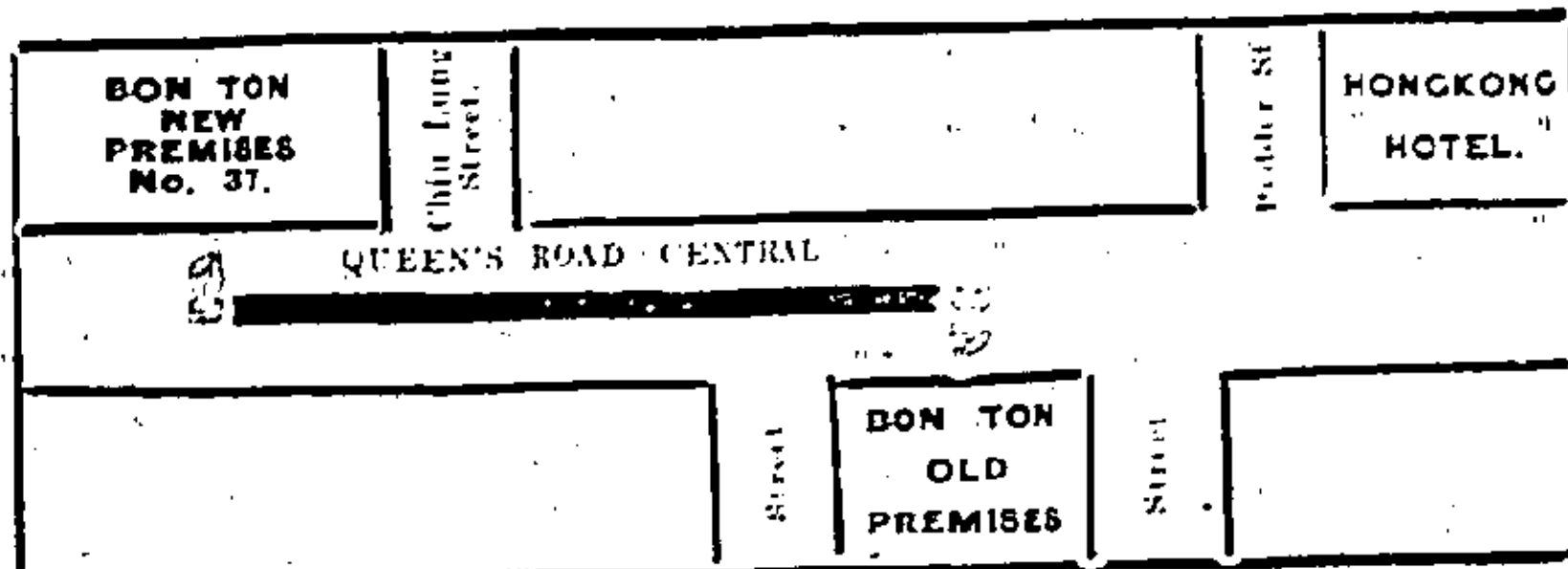
A
GUARANTEE
OF
PURITY.

M. Y. SAN & Co., Ltd.

Manufacturers of "Bee Brand"
Biscuits & CandiesHEAD OFFICE:—Nos. 92-100 Queen's Road, Central, Hongkong.
FACTORY:—Nos. 141-145 Wanchai Road, Hongkong.
BRANCHES: Manila, Singapore, Shanghai & Canton, China.

NOTICE OF REMOVAL

The attention of our customers is called to the fact that we have removed to No. 37, Queen's Road Central, and the position of OUR PREMISES is indicated by the following SKETCH:



THE BON TON

Ladies' Tailors & Outfitters, etc.

Hongkong, 29th March, 1920.

Telephone 928.

CONSIGNEES.

NOTICE TO CONSIGNEES

THE STEAMSHIP

"INNSBRUCK"

From VENICE, PENANG &
SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice has been given prior to steamer's arrival.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents.

Hongkong, 26th March, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE Steamship

"HAROLD DOLLAR"

having arrived from Vancouver, B.C. and ports, on March 26th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed, and damaged cargo is to be left in the Godowns until Monday March 29th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday March 29th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after April 2nd, 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send, in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 26th March, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer

"KEEMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 28th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd April will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 17th April or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th March, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE U. S. S. B.

S. S. "WEST IRA"

having arrived from San Francisco and ports on March 29th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday April 1st, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday April 1st, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after April 5th, 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send, in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 29th March, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS:—"TAIKOO DOCK" HONGKONG.

TELEPHONE No. 222

CALL FLAG: "T" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE, AGENTS,

HONGKONG, CHINA & JAPAN.

Do You Suffer from any
SKIN OR BLOOD DISEASE

such as Eczema, Scrofula, Bad Leg, Abscesses, Ulcers, Glandular Swellings, Boils, Pimples, Sores, Rheumatism, Gout, etc. If you don't waste your time and money on useless lotions and messy ointments which cannot get below the surface of the skin. What you want, and what you must have, is a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your ailments. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, correct, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure, can be relied on to effect a cure and last cure.

THE TRUE VALUE of Clarke's Blood Mixture is verified by a most remarkable collection of unselected testimonials from grateful patients of all classes—patients who have been cured after long and fruitless treatment by the most famous medical authorities. Clarke's Blood Mixture is pleasant to take and guaranteed harmless to the most delicate constitution of either sex. Of all chemists and stores.

REFUSE SUBSTITUTES.

**Clarke's
Blood
Mixture**

WILL CURE YOU
PERMANENTLY.

COMMERCIAL NEWS.

GERMANS HOLDING COUPONS.

A Home broker calls attention to the fact that many thousands of pounds' worth of coupons, payable in sterling, are being imported into Holland, and dispatched to London, often via Belgium, to be cashed, notwithstanding that the bonds themselves are in the hands of Germans, who were also possessors throughout the war. The coupons particularly affected are, among others: Chinese 1898 and 1896. Certain firms are buying up these bonds.

LONDON BUSINESS RENTALS.

The revival of trade after the war has resulted in a great demand for office and other accommodation, both in the City and in the West End—a demand which largely exceeds the supply. Rents are consequently rising, and it is practically impossible to obtain an important suite of offices. In many instances, therefore, tenants are buying premises that come into the market and letting the part that they do not need for their own use. As a rule, the increase in rentals has been fair but in some cases landlords have made exorbitant demands. In one case in which a City firm sought an extension of their lease the rent, which had been about £500 or £700 a year, was raised to £1,500 or £1,600. When the tenants agreed to the increase they were told that if they vacated the place the landlord knew he could get £2,000 a year, but their

offer was accepted, because they were old tenants. Other tenants have not met with this consideration, and have been turned out neck and crop, or had their rents raised three and four times. Landlords justify their higher rents by the great increase in the expense of maintenance and management of office premises. Rents, it is pointed out, invariably include rates and taxes, water rate, and certain services, all of which are on the up-grade. Wages and repairs, with insurance and other liabilities, have all been steadily rising. While on a visit to New York Mr. Grigori Beneason, of London, has bought its second tallest skyscraper, a commanding suite of office of Broadway and Liberty Street, and the value of the property is reported to be two millions sterling.

BANK DEPOSITS.

London, Feb. 12.—There is considerable probability that all bank deposits will decrease in the future. This, of course, should result from the stoppage or diminution of Government borrowing, by which the legal tender currency is inflated, thus providing the basis for an inflation of credit many times greater than the inflation of the currency on which it is based. At the same time British banks have been reducing loans made against European currencies, or, rather, refusing to make advances against such unstable security except in very exceptional circumstances. The bankers have given assistance to trade by loans to an enormous extent during the year. As a pre-requisite condition of further

credits bankers require an assurance that paper money will no longer be manufactured against Government deficits. A country which is able to show a clean bill of health in respect of its current financial position will obviously be in a position to obtain credit through the normal channels; others will not be accommodated.

THE RUPEE.

The actual effect of the change that have been proposed by the Committee on Indian Finance is that the sovereign, which is now rated by law at 35 rupees to the £, should be made legal tender in India at the revised ratio of Rs. 10 to the sovereign. This, it is hoped, would stabilise the rupee at the new value of 28½, its original value. The immediate effect of the change was that the price of remittances on India rose from 2s. 4½d. about 2s. 9d. The change will have the effect of raising the cost of importing goods from India, and on the other hand encouraging exports to India, since the exporters will make a larger profit on exchange, which may, especially by the growth of competition, be reflected in a lowering of the price of British goods sold to India. The change will also have a stimulating effect on prices of Indian securities, since interest and profits will be higher in sterling.

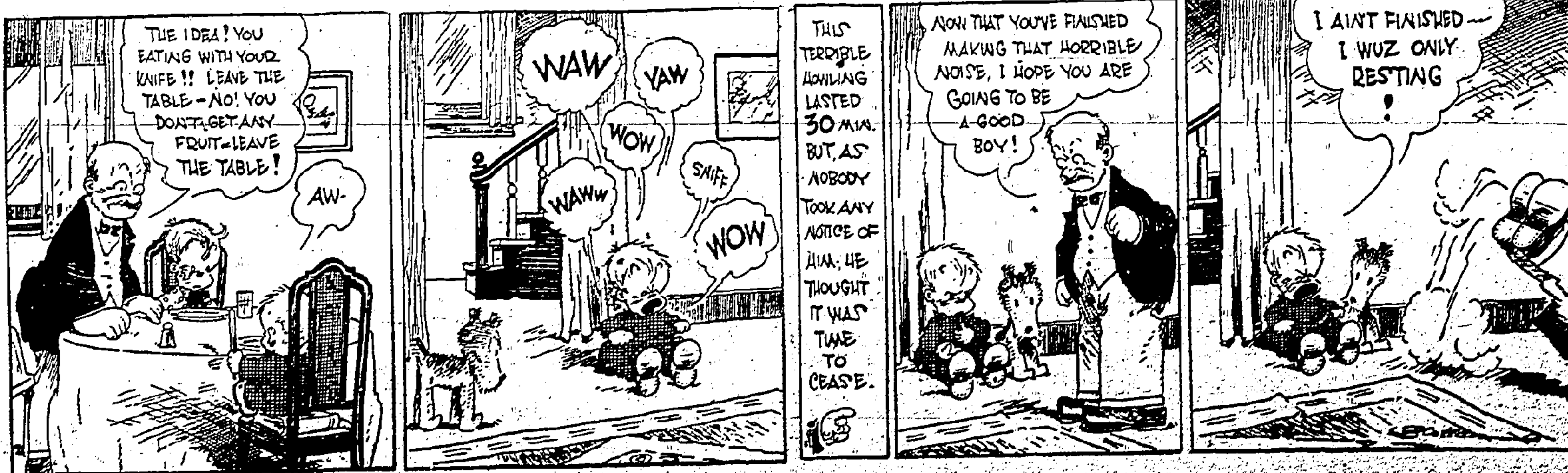
PRINCE OF WALES AS MOTORIST.

Among new members of the Automobile Association is the Prince of Wales. The membership has now reached 100,000, the largest of any motoring organization in the world.

FRECKLES AND HIS FRIENDS

'Twas Merely a Breathing Spell!

BY BLOSSER





WATSON'S

E

WHISKY

maintains the same **HIGH**
quality **TO-DAY** as **BEFORE**
and during the War.

Per Case including duty.

\$29.00

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 615.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 30, 1920.

ALL FOR SELF.

Some three years ago, the Southern leaders assembled their political forces in Canton for the alleged purpose of preserving the independence of the South Western Provinces of China and of concluding the task begun by the Old Parliament of thoroughly revising the Constitution of the Republic. Since those days, much water has flowed beneath the bridges, but what has actually been accomplished by these self-styled saviours of the nation? So far as the fulfilment of their professed objects goes, absolutely nothing. But there has, unhappily, been a sorry crop of other developments tending to discredit the so-called Military Government and all associated with it. Corruption in official quarters has been as rife as ever, gambling (which was supposed to have been suppressed) has reappeared, squabbles have arisen amongst the factions clamouring for the spoils of office, actual fighting has occurred between rival military groups and the Constitution question has of late been left entirely alone. These are but a few of the things that have marked the rule of men who have made much fuss about their constitutional position and shouted themselves hoarse in declarations of a desire to serve the people.

Not a few disinterested observers of the developments of recent years in Canton have long since been convinced of the hollowness of the movement. They are now fully vindicated in their viewpoint by the Cantonese of Shanghai, who have sent a strongly worded communication to the Military Government of the South. The powerful Canton Guild in the Northern Settlement has fully considered the situation and in the name of the whole body of Canton residents and merchants in Shanghai has confessed itself disillusioned. After referring to the inauguration of the Canton movement, the Guild's communication, addressed to the leaders in Canton, states that its members were under the wrong impression that after the pulling down of the Northern Government, they would enjoy liberty and blessing for their past sufferings. The message continues as follows:—"Owing to the lack of funds, the alien leaders in Kwangtung (this means the Kwangsi militarists who are usurping power in Canton), gambling houses of all sorts which were prohibited by the defunct Manchu Court have revived their evil activities, and as a result brigandage and robbery are rampant in every district of Kwangtung. Now the leaders of the so-called law-protecting armies are engaged in open battles against each other solely for the sake of personal gains, and we Cantonese believe that unless this sort of thing ceases at once, nobody will ever believe that the present law-protecting revolution, started by the south-west, is a genuine movement which has been launched for the betterment of China; because, according to disinterested foreign and Chinese observers of the Chinese political situation, south-western leaders are the equals of their Northern brethren in their greed for political power and spoils."

We can well understand the awakening which has come to these Cantonese of Shanghai. They have been patiently waiting for some evidence that the movement is a serious one, conceived for the benefit of the people and carried on with that sole aim in view. But they have waited in vain, and so far as we can see, will continue so waiting. There may be one or two exceptions, sufficient to prove the general rule, but we regard the present political leaders in Canton as self-seeking schemers and selfish opportunists, who think of their fellow-countrymen, if they think of them at all, as folk to be "squeezed" so that they themselves may secure their pickings from the process. If they were sincerely anxious for the well-being of the people, about whom they prate so much, they would have finished their constructive tasks long ago and begun making some effort to relieve the burdens of the oppressed. That is the last thing they think of. It is a case of self first, self next and self to the end of the chapter. But the day of reckoning will come in good time.

NOTES & COMMENTS.

LOCAL SHIPBUILDING.

There can be little doubt that the speech made by the Chairman at the annual meeting of shareholders of the Hongkong and Whampoa Dock Company has been read with considerable gratification, not only by the shareholders of the Company but also by all those who look to shipbuilding as a local industry that is capable of considerable expansion. The outlook of optimism is somewhat justified by the announcement that during the past year the extensions made to the Company's yards now permit it to undertake construction of the largest type of vessels, and with the advertisement that the ships already turned out have provided, there should be plenty of orders coming along for local people. It was fitting also that recognition was made of the fact that the moving spirit behind the success of the undertaking is the Chief Manager, Mr. R. M. Dyer, and the gratification of shareholders was very suitably expressed at the meeting. With such an industry as shipbuilding there is the natural association of steel and other metals, and it is within the knowledge of many that the mainlands of the New Territories and nearby portions of Kwangtung are capable of rich mineral development. It is one of those things that rightly falls to the recently appointed Resources Development Commission to enquire into, but if these expectations are proved by the Committee to be substantially justified, then the shipbuilding industry of the Colony will be in a far different position to what it is now—wholly dependent on the importations of foreign metals. Taking these things together and looking at the general situation, it would seem that shipbuilding in Hongkong is destined to have a bright future before it.

QUITE DEFINITE.

Just a word or two in answer to the correspondent who wrote to us yesterday regarding our statements on the Irish problem. Discussions on the point have been, perhaps, the most voluminous of any that have raged around any single topic and it is not our intention to start another. Definitely and wholeheartedly we are in favour of Home Rule—frankly, we cannot understand the viewpoint of those who are not—and our correspondent has taken rather too seriously what was only intended to be said in passing. When we said that Irishmen were largely responsible for the delay in passing Home Rule we spoke what we still feel to be a truth. Admittedly, the majority of Irishmen want it and have striven all they know how to get it, but the minority, led by men who are out to exploit a political situation, have and still are putting stumbling blocks in the way. And when we said that Englishmen only wanted to see Ireland quiet—and we might have added, prosperous—we did not mean the political cliques who have, in the instances quoted by our correspondent, "murdered" just measures or suspended Acts already on the Statute Book. We meant Englishmen—the great majority of the men at Home, who are as heartily tired as our correspondent must be of this question that only needs a little sane and firm handling to be fully dissipated. But one point not to be forgotten is that English statesmen, tired of attempting to solve the problem, once referred the whole business to a Convention of Irishmen, who, however, could not evolve a scheme to satisfy their own wishes.

POLITICAL TINKERING.

Our own view is that the tinkering of politicians with this matter constitutes one of the greatest blots on English statesmanship and that if England is hated in Ireland it is the politicians who have caused it to be so. The man-in-the-street, freed from party influence, is unquestionably anxious to see the whole matter settled, giving to Ireland not only what she asks for, but what she undoubtedly deserves by every natural right. We see that Mr. Lloyd George, in his reply to Mr. Clement Edwards' interrogation regarding any discovery of a plot similar to the 1916 affair, regretted that such a question had been asked and stated that in the public interests he could not answer it. That is about as sure an indication as could be given that something has been discovered and we think that all lovers of Ireland will regret that the peace of the country has once more been plotted against. We believe

DAY BY DAY.

MUTUAL FAVOURS DO NOT CANCEL EACH OTHER.

The Hongkong University Athletic Association is holding its annual sports to-morrow afternoon.

A meeting of representatives of Clubs interested in the Tennis League is to be held to-morrow evening at the H.K. C.C. pavilion.

Mr. Geo. Hogg has handed over the Treasurership of the St. John's Cathedral to Mr. Joseph W. Taylor, c/o Messrs. Butterfield and Swire.

We understand that Mr. G. T. Edkins, of the Shanghai Taikoo's office, will come here shortly to take charge of the Hongkong office.

A sale of work in aid of Church Funds is to be held on the premises of the Union Church, to-morrow (Wednesday) March 31st, commencing at 3 p.m.

Sir Arthur Churchman, Vice-Chairman of the British American Tobacco Company, has come to Canton on business in connection with the branch office there. The local manager accompanies him.

Capt. D'O'Veyra, Secretary of the China Coast Officers' Guild, who has been in the Colony in connection with the shipping dispute arbitration, the hearing of which was completed last evening, leaves for Shanghai to-day on the Suiyang.

The Hongkong Tramway Company's receipts for the week ended March 27th, totalled \$14,645 which is an increase of \$1,290 over the same week last year. For the thirteen weeks of the year, the total takings are \$183,878, which is an increase of \$352 over the same period last year.

Last week's health return shows ten cases of cerebro-spinal fever, of which six were fatal. All the sufferers were Chinese. There were also five non-fatal occurrences of diphtheria (one British, one Chinese and three Indians), as well as three cases of enteric fever (one British and two Chinese), of which two were fatal. There were fifteen deaths from influenza, one Japanese and the rest Chinese.

Three Filipinos, who obtained a cheap passage by stowing away on the West Ira, were discovered on the voyage from Manila. On the arrival of the ship here yesterday, they were handed over to the Police, by whom they were brought before the Magistrate to-day. The prisoners admitted that they had no money to pay for their passage, but that they had passports to go to America, to seek their fortunes there. Inspector Gordon informed the Court that attempts to get cheap passages of this nature were often made, and he asked the magistrate for an exemplary sentence on the prisoners. Mr. R. O. Hutchison sentenced the three Filipinos to a fine of \$25 each.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Marie Tompsett in "Mary Goes First"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

that a good deal of Irish crime is committed by people other than Irish, as our correspondent suggests, but nothing could be more damaging to Ireland's cause than this continual armed resistance to the present authority, irksome though it might be. To use a vulgarism, it is rather inclined "to put one's back up." But that in no way detracts from the justice of the self-government demand, a demand that we hope will be speedily and generously conceded. But we might just add that we don't like the Coalition group from the Home Rule point of view, because there is a very apparent absence of enthusiasm.

AN ISLANDER'S DIARY.

[BY "AJAX."]

The second annual Trade Returns recently issued by the Superintendent of Imports and Exports reflects great credit on the Department. It marks a vast improvement over its predecessor, but nevertheless there is room for much better compilation. It is a pity that Commander Beckwith did not write a more interesting preface. Government reports are often colourless. The public could have been supplied with some of the main features of the past year in the business world of Hongkong. As the returns have been published three months after the period they cover, there was ample time for a readable treatise on the trade year as a whole. A merchant has to wade through the figures to find out how the trade in all departments has fallen or risen in comparison with the figures of the previous year. It has to be admitted that the results achieved during the two years the Statistical Department came into existence are surprising, and I have no doubt that coming annual trade returns will mark a further advance in the accurate compilation of the figures.

There is another point that I think I should say something on. Now that the machinery for collecting and sorting the returns has been brought into being and improved, there is no reason why the Hongkong merchant should not get the returns of the trade movements every month, one or two weeks after the month they cover. Such a scheme would be a boon to everyone interested in the trade of the Colony—and who is not, in Hongkong? Other Governments do so; therefore, I do not see why the Imports and Exports Department should not become a live institution. If monthly returns are going to be decided upon by the Statistical Department, I would suggest that the figures be given month by month for the last three years and two months by two months for a similar period. It would, naturally be better to work out the figures on a monthly basis, as the system would expedite the publication of the annual report, which should be out a month after the close of the year. The quarterly returns as published at present are out three months after the period they treat.

Some guy has been waxing eloquent on the danger of employing Chinese and non-European pilots in the waters of Hongkong. A lot of nonsense has been written on the subject. The idea of employing only British pilots left through years ago; to be precise, some ten years ago. About three years ago the British pilots were offered a chance, but owing to the very high fees demanded by them the Chamber of Commerce was perforce obliged to disapprove of the suggestion. It is puerile to talk about Shanghai. That is a difficult river, and it requires years of training to know it. Hongkong is a big pool compared to Shanghai. The harbour of Hongkong is open, and very easily negotiated. The facilities are better now than ever before. Nobody objects to supporting European pilots, but what the shipping companies object to is paying high fees for such easy work. To say that European pilots should be retained by the companies in Hongkong on the plea that Shanghai does it, will not hold water.

Was it not Sidney Smith who said that the man who makes two blades of grass grow where only one grew before is a benefactor, and deserves well of his fellow citizens? Whether the Mr. Ricou who is being puffed so much is a benefactor I am not entitled to say, although he claims to have inaugurated a seaplane service between Hongkong and Macao. Now we shan't be long, as a service which the very enterprising Mr. Ricou is going to give us, will bring to us the various merchandise of Macao quicker than it used to, and what is more it is going to capture all or at least a very large part of the passenger trade between this port and the "Gem of the Orient," for is not Macao known by that title as well? Such enterprise on the part of Mr. Ricou is worthy of great recognition! He is a benefactor in the sense that he has given us a modern service—I should say about to give us—where we never possessed one. When I ponder over it all, I am surprised

GOOD FRIDAY.

ORATORIO MUSIC AT THE CATHEDRAL.

As has been previously announced, a selection from various Oratorios is to be given in St. John's Cathedral on Friday at 9.15 p.m. The chorus is an exceptionally well balanced one, both numerically and tonally, a thing not always easy of attainment in Hongkong, and comprises over 70 voices.

Amongst the soloists are some new names, and it has been possible this year to include several very beautiful numbers which are somewhat beyond the reach of the ordinary amateur, such as "Thou only hast the word of Life," which will be sung by Mrs. Brown, and "As a Spirit" which will be sung by Mr. Howard Freeborn. Both these solos are out of Elgar's magnificent work, "Lux Christi," and contain some of the finest writing he has done; in addition, Mr. Denman Fuller will play the Prelude to the same work and these items will no doubt be looked forward to with much interest. Mr. Howard Freeborn will also sing the famous solo out of Gounod's work, "The Redemption," "From Thy love as a Father," and will join Mrs. Duncan, whose excellent singing in "Elijah" two years ago is well remembered, in a duet by Stainer. Mrs. R. Brown, who has not sung in the Cathedral before, will sing Sullivan's "No chastening for the present seems joyous," and some of the recitatives and solos out of Gounod's "By Faith Alone," a portion of which work is included in the programme and will be sung by Mr. G. H. Piercy and Mr. A. H. Compton. Mrs. Duncan will be heard in an Intermezzo out of "Via Crucis" and the chorus numbers are of exceptional merit and interest. As the Cathedral is always very crowded on these occasions early attendance is advisable if a seat is to be secured.

A HUGE FINE.

Just before the departure of the Empress of Japan for Vancouver yesterday morning, a large opium seizure was effected on board by Revenue Officer Wildin and his party of searchers. Twelve thousand dollars' worth of opium was discovered in two baskets in the European stewards' cabin. The possession of the drug was admitted by a Chinese cabin boy, who apparently, believing that the cabin would be immune from search, had placed the baskets there earlier in the day. At the Magistrate to-day, the cabin boy was charged, and pleaded guilty to the charge of being in possession of the opium, which amounted to some 1,050 taels. As the ordinance stipulates that the fine imposed in such cases be ten times the value of the opium, a fine of \$120,000 was imposed. The alternative was a term of six months' imprisonment. Needless to say, the prisoner kept the fortune represented in the fine, if he had it, and elected to serve his term.

that the idea of commercial flying—between Hongkong and Macao did not strike any one else. There are some who can perceive the possibilities of a certain thing quicker than others, and in this connection we must express our thanks to Mr. Ricou for giving us something we had so long yearned for. He has certainly struck a grand idea!

The grievous telegraphic delays between Europe, America and the Far East are paralysing the trade of the Colony. This question has occupied the serious attention of the General Chamber of Commerce, and there is a voluminous file of correspondence in the offices of the Chamber, but nothing seems to have come of all the representations. I have often wondered why there has been lacking enterprise to start a new cable service. No doubt, it is an expensive undertaking and would take years to consummate, but as things have been going in the past the remedy is not yet in sight. The usual explanation of the cable companies for the inordinate delays are diahed up every time-depleted staffs, epidemics and break-down of cables.

TO-DAY'S MISCELLANY.

A curious piece of history will be lost to Liverpool, when Mann's Island is demolished. As an island the spot is comparatively new, as such places go; for according to "Sea Breezes," the Pacific Steam Navigation Co's magazine, the Mersey flowed over the site a century and a half ago, and a ship, sailing over it, thrust an inquisitive nose into a window of a house close to the company's old offices. But in that 150 years Mann's Island has got itself mixed up with the slave trade, the press gang and a long row of queer public-houses, built when Liverpool had more foot-pads than police and its best lights were oil lamps that a puff of wind snuffed out.

The price to which silver has risen is probably the reason Mr. Chamberlain is to bring in a Bill to amend the law in respect of the standard of fineness of silver coins. The fineness of British coinage is defined in 33 and 34 Vic. c. 10, which lays it down that gold coins must contain 11-12ths fine gold and 1-12th alloy. The silver coinage is 37-40ths fine silver and 3-40ths alloy, while the copper (or rather bronze) coinage is 95-100ths copper, 4-100ths tin, and 1-100th zinc. At present a troy pound of silver is coined into 66 shillings. Mr. Chamberlain's proposal will no doubt be that there shall be a substantial decrease in the fineness of our silver coins.

It is unusual for the Sovereign to interpolate words of his own into the Speech from the Throne at the opening of Parliament, and on one of the rare occasions that this occurred the result was far from happy. George III., when opening his first Parliament in 1760, added a personal sentence: "Born and educated in this country, I glory in the name of Britain, and the peculiar happiness of my life will ever consist in promoting the welfare of a people whose loyalty and warm affection to me I consider the greatest and most permanent security of my throne." There seems little in that to give offence, but it was generally understood that the King had declared that he gloried in the name of "Briton," and the anti-Scottish faction was furious.

May we take it as evidence of Scotland's degeneracy that popular interest in Paisley should be concentrating itself upon Mr. Asquith's ties? There was a time when a greater city than Paisley—its big neighbour, Glasgow—refused to be moved by Mr. Gladstone's tie. He was speaking in St. Andrew's Hall, with Mrs. Gladstone by his side. In front of his vast audience (writes a spectator of the scene), while the Lord Provost murmured nice things about the orator, the G.O.M. sat fingering his spacious tie. He undid it, lean forward, and allowed it to float free; then he carefully re-tied it, and, still wrapt in thought, restored it as nearly as possible to the condition in which no doubt Mrs. Gladstone had left it. But there was not even a paragraph on the subject in the newspapers.

That other than gastronomic interests count with the guests at "speech" dinners, which have been revived this year, is revealed by an anecdote of Russell's in "Seeing and Hearing." The story has to do with a dinner given by Lord Palmerston in 1855, on the opening of the session. Palmerston was, in Russell's own words, "in his eighty-first year, and gouty. Political issues of the greatest importance hung on his life. The Speaker, like a ruse old politician as he was, kept a cold grey eye on Palmerston's performance at dinner, regarding it, rightly, as an index to his state of health; and this was what he reported about his host's capabilities: 'His dinner consisted of turtle soup, fish, paties, fricandeau, a third entree, a slice of roast mutton, a second slice, a slice of hard-looking ham. In the second course, pheasant, pudding, jelly. At dessert, dressed oranges and half a large pear. He drank seltzer water only, but late in the dinner one glass of sweet champagne, and, I think, a glass of sherry at dessert.' Palmerston, Russell adds, 'died in the following October. The only wonder is that he lived so long.' One wonders if any such morbid interest will be taken in the appetite of our present political chief."

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CHINESE ACTOR'S CASE.

DAMAGES AND RELEASE FROM PRISON.

In the Supreme Court this morning before the Chief Justice, (Mr. Justice Gompertz), there came up for hearing the suit of the Hon. Cheung Company against Chan Fung Sang alias Kwai Pi-man.

By an agreement in writing, dated June 25, 1913, made between the plaintiffs and defendant, it was agreed that for a consideration of \$31,000 the defendant should serve the plaintiffs as an actor for a period of six years. Under the provisions of the agreement, the plaintiff paid to the defendant a deposit of \$3,000 and it was provided that in case of a breach of agreement by the defendant, ten times the amount of the deposit should be paid to the plaintiffs. The plaintiff claims the return of the deposit as money received and claims as well the sum of \$30,000 as liquidated damages.

A statement made by Cheung Tsz Hing, of Wangchow, stated that he was assistant manager of the Patwo Guild that is the Actors Guild, which was formed for the protection of actors and their employees and part of its function was to settle all debts and disputes. In August, 1915, the Hong Chan Company closed its doors and the agreements made by the said company with the actors engaged were cancelled, except that of the defendant. He reported this to the guild, and as the company had ceased to exist no action was taken.

Mr. C. G. Alabaster, instructed by Mr. M. K. Lo, appeared for the defendant, and Mr. J. H. Gardiner, solicitor for the plaintiffs, filed a letter stating that he had no further instructions.

Mr. Alabaster, in opening his case, mentioned that the defendant was arrested at the instance of the plaintiffs and in consequence of being unable to put up security for the amount claimed against him, he has had to remain in prison for a hundred days. The plaintiffs had now failed to turn up to proceed with their claim, and it was evident that the putting of defendant into prison was an attempt to blackmail, and get some squeeze out of him in order to get his release. He did not pay this squeeze, and he was entitled under Sect. 571 of the Code to \$1,000 damages. Mr. Alabaster submitted that this was a case where the full \$1,000 should be exacted.

His Lordship remarked that there were two grounds—one was that the arrest was applied for on insufficient grounds.

Mr. Alabaster:—The other is if the action is dismissed or the case gone by default.

His Lordship:—As to the first, I do not know what the grounds are.

Mr. Alabaster:—I am coming to that. I shall have to tell you the fact. I shall submit that we are entitled to judgment for \$1,000 on all three grounds.

His Lordship:—Has the plaintiff had notice of this application? It is a very special application.

Mr. Alabaster:—I am told the defendant does not know of this application.

His Lordship:—The defendant's solicitor knows of the application?

Mr. Alabaster:—Yes. He says he did.

The defendant gave evidence, which bore out Mr. Alabaster's statements.

Mr. Alabaster claimed judgment for the defendant and \$1,000 damages on three grounds, namely, imprisonment on insufficient ground, that the action may have been dis-

THE DOLLAR.

The sterling rate of exchange this morning was unchanged compared with yesterday, but during the afternoon it hardened a penny.

The Chinese this morning sold T. T. on the Straits Settlements at four pence over the official rate. The quantity is mentioned as a few lakhs of dollars.

Shanghai this morning was unchanged.

DAY BY DAY.

Queen's College fifth annual athletic meeting are to be held at the College ground, Causeway Bay, on Thursday, April 1st. The prizes will be presented at 5.15 p.m. by Mrs. A. H. Crook.

MARIE TEMPEST SEASON.

Anthony Wharton's comedy, "At the Barn", which was staged by the Marie Tempest Company last night at the Theatre Royal, was another triumph of the season, Miss Tempest making an ideal "Molly Blair", who goes through a series of most romantic episodes. Her acting was superb. Mr. Graham Brown, as "Kenneth Maxwell", filled his part with *clad*, while the other characters were in very capable hands.

To-night marks the final night of the season, with the presentation of Henry Arthur Jones' comedy, "Mary Goes First". The theme of the play is woven round the rise and value inflation of the Bodsworths. The story is a simple one and there are no complexities to unravel. The dialogue is clever, and a very pleasant evening is anticipated.

CANADIAN PIANOS.

The Anderson Music Company has just received a consignment of the famous Bell pianos, made in Canada. The Bell-tone sustaining frame infallibly appeals to all as an obvious improvement over the old-style wooden back. It adds to appearance and strength, and marked improvement is noticeable in tonal results, in comparison with piano so fitted.

Heretofore piano backs have been made from portions of wood glued together. Wood and glue are susceptible to atmospheric changes, and have always proved a source of trouble. In damp day wood will absorb moisture and swell; in winter, dry heat in the house will cause shrinkage. Such changes must impair the efficiency of the piano, metal being proof against shrinking and swelling resists atmospheric change—a decided advantage. Owing to the open nature of the metal back, and absence of the cumbersome wooden posts, the tone comes out with greater freedom and brilliance. The appearance of the back is enhanced by the Bell-tone sustaining frame, which is neatly bronzed. The panels in the head-piece are of polished bird's-eye maple.

missed, and that it was likely to be dismissed by default. On either of these grounds, Mr. Alabaster submitted that he was entitled to \$1,000 damages.

His Lordship gave judgment for the defendant with costs, \$1,000 damages, and ordered his release from prison.

YACHTING.

THE ROYAL HONGKONG YACHT CLUB.

The race for the Commodore's and Vice-Commodore's cups for racing yachts was sailed off in splendid weather on Saturday last. A fresh E. S. E. wind held throughout the afternoon. The course was Lyemun Beacon (P), mark boat on starting line (S), Kowloon Rock (S), Channel Rocks (S) = 8.8 Miles.

The handicaps raced with the one designs, the winner taking the Commodore's cup and the first boat in the other class, the Vice-Commodore's cup. Dione in the handicap class won and so gained the Commodore's cup. Ailsa, a one design was 2nd and took the Vice-Commodore's cup.

In the Heyward Heys and Gael class, the Gael was winning the Commodore's cup, whilst Ursula being 2nd took the Vice-Commodore's cup.

The presented cups of the championship winners were sailed for in the same race and were won as follows:—

Dorothea cup for handicap class won by Dione.

Ailsa cup for one designs won by Daphne.

Ursula cup for Heyward-Heys won by Sirius.

Joan cup for Gael class won by Gael.

The race for the Commodore's and Vice-Commodore's cups in Cruiser classes was sailed off on Sunday 21st inst., in a variable wind over a course of Tathong Rock (P), Lyemun Beacon (P), Channel Rocks (P), starting from Murray Pier finishing at the Yacht Club = 12.9 miles.

In the English 112, Norseman won the Commodore's cup, and Azuma the Vice-Commodore's cup. In the Chinese 112, Nide won the Commodore's cup, and Ladye the Vice-Commodore's cup.

On Saturday next there will be a race for all those racing yachts which have sailed consistently throughout the season and have not won a prize, for the Nil Desperandum cup, kindly presented by Mrs. D. K. Blair. On Sunday a race for those cruisers which have raced consistently and have not won a prize will be sailed. Mr. D. K. Blair having presented this prize.

Of the racing yachts the following are eligible:—Jessica, Colleen, Halcyon, Lola, and Thecla; whilst in the Cruisers Aileen, Feathers, Queen Bee, Mist, Helen, and Dorothy. 11 are eligible.

Members will be notified shortly as to the courses for these races.

The closing cruise will be held on Saturday 10th April.

LAWN TENNIS.

Last evening on the H. K. C. C. courts, A. A. Runjahn and S. H. Ismail met Captain Olliver and Captain Davies in the doubles Championship. The former won by 6-1, 4-6, 6-2, 7-5.

In the Mixed Doubles Handicap F. A. Redmond and Mrs. Winslow (love 15) beat J. R. Wood and Mrs. McElerry (rec. 3-6) 6-0, 6-2, reaching the semi-final.

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Pawlett	A. L.	Apr. 4
Kaga M.	N. Y. K.	Apr. 4
Tacoma M.	O. S. K.	Apr. 5
Eldridge	A. L.	Apr. 5
Tosa M.	N. Y. K.	Apr. 6
Arabia M.	O. S. K.	Apr. 6
Genoa M.	N. Y. K.	Apr. 7
Winyak	P. S. Co.	Apr. 8
Jason	B. L.	Apr. 8
Bensalem	A. L.	Apr. 10
Hicho	R. D. Co.	Apr. 10
Toba M.	N. Y. K.	Apr. 11
Katori M.	N. Y. K.	Apr. 13
Harold D.	R. D. Co.	Apr. 14
Gaelic Prince	S. T. Co.	Apr. 15
Khiva	P. & O.	Apr. 15
West Niger	P. M. Co.	Apr. 15
Yokohama M.	N. Y. K.	Apr. 19
West Wind	A. L.	Apr. 19
Dryden	A. L.	Apr. 17
West Cadron R. D. Co.		Apr. 17
Manila M.	O. S. K.	Apr. 20
Elkhorn	S. & D.	Apr. 22
Coare	A. L.	Apr. 23
Edmore	A. L.	Apr. 25
City of Spokane	A. L.	Apr. 27
St. Albans	P. & O.	Apr. 28
Tsuyama M.	N. Y. K.	E. Apr.
Dakar M.	N. Y. K.	E. Apr.
West Inskip	P. M. Co.	E. Apr.
Wakasa M.	N. Y. K.	B. of May
Suwa M.	O. S. K.	May 2

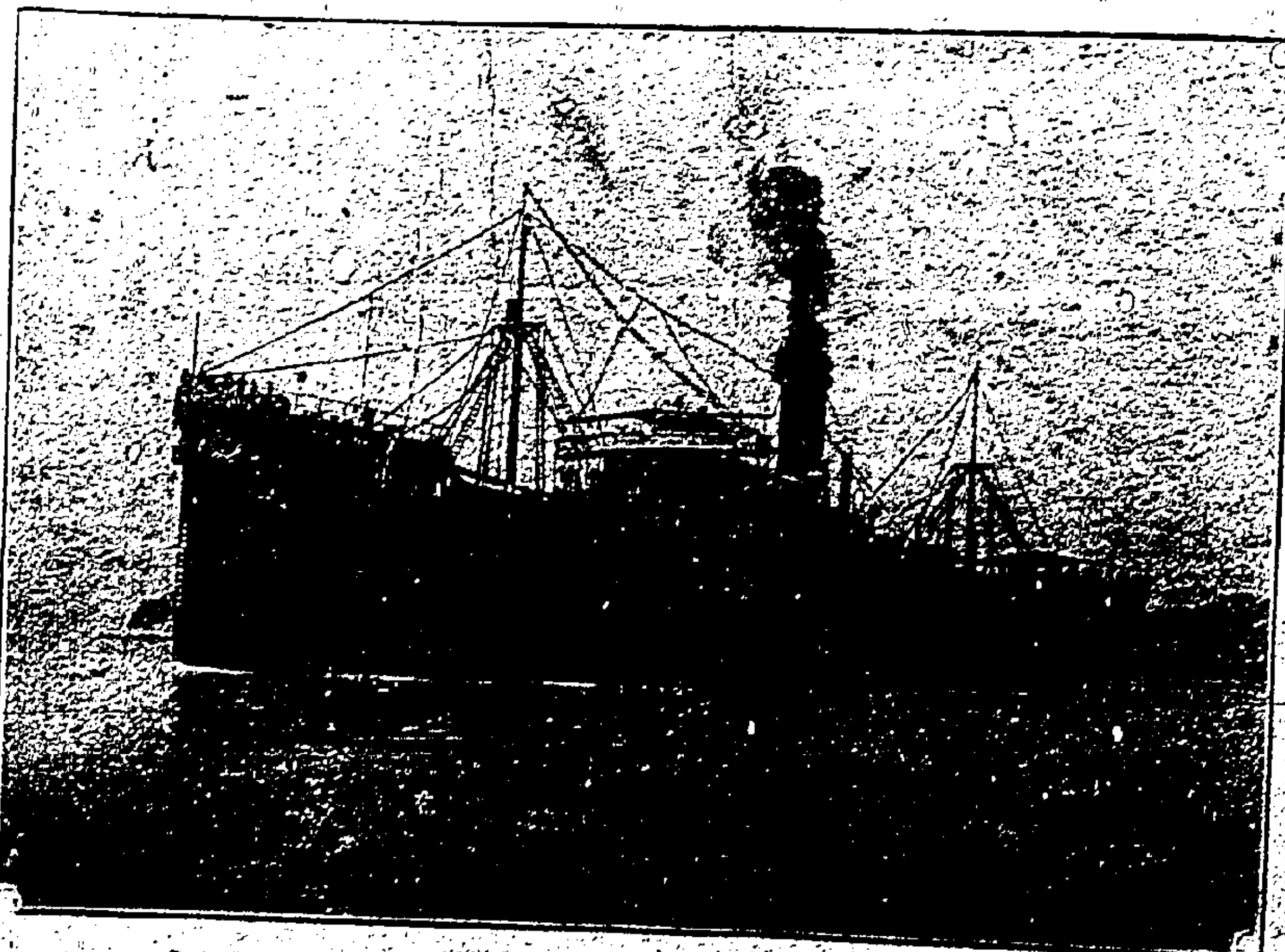
JAPAN, COAST PORTS, ETC.

Laisang	J. M. Co.	Mar. 30
Hinsang	J. M. Co.	Mar. 30
Haiching	D. L. Co.	Mar. 30
Chinhua	B. & S.	Mar. 30
Huichow	B. & S.	Mar. 30
Suiyang	B. & S.	Mar. 30
Hangsang	J. M. Co.	Mar. 30
Kwaisang	J. M. Co.	Mar. 31
Taiwan	N. Y. K.	B. Apr.
Sinkiang	B. & S.	Apr. 1
Tenshin	N. Y. K.	Apr. 1
Tippas	J. C. J. L.	Apr. 2
Hailong	D. L. Co.	Apr. 2
Loongsang	J. M. Co.	Apr. 2
Kosoku M.	O. S. K.	Apr. 2
Kaifong	B. & S.	Apr. 2
Hokutu	D. & Co.	Apr. 3
Hakodate M.	N. Y. K.	Apr. 3
Teian	B. & S.	Apr. 3
Wingsang	J. M. Co.	Apr. 3
G. Apar	P. & O.	Apr. 4
Cheongshing	J. M. Co.	Apr. 4
Taksang	J. M. Co.	Apr. 4
Kaijo M.	O. S. K.	Apr. 4
Nore	P. & O.	Apr. 5
Shinui M.	N. Y. K.	Apr. 5
Haibong	D. L. Co.	Apr. 6
Mishima M.	N. Y. K.	Apr. 6
Chusan	B. & S.	Apr. 6
Tjikembang	M. J. C. J. L.	Apr. 7
Meichi M.	N. Y. K.	Apr. 7
Unnan M.	O. S. K.	Apr. 7
Sosho M.	O. S. K.	Apr. 8
Jason	B. L.	Apr. 10
Katori M.	N. Y. K.	Apr. 13
Aki M.	N. Y. K.	Apr. 17
Rangoon M.	N. Y. K.	Apr. 19
Persia M.	N. Y. K.	Apr. 19
Nikko	N. Y. K.	Apr. 21
Tacoma M.	O. S. K.	M. Apr.
Ganger M.	O. S. K.	M. Apr.

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*Monteagle	Mar. 30	Apr. 23
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11

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"WIBAN"	...	May	15th.

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SEATTLE MARKET REVIEW.

Seattle, Feb. 1, 1920.

The North West Trading Company in their trade review state:—Almost immediately after our last review was put in the mail the steel strike was officially declared off by the labour unions. As advised previously in these reports the steel strike never had been recognized by the employers and it was defeated by public opinion the day it started. Nevertheless, as long as it was officially in force, there was quite a following of men who had quit work and a still larger following of men who through fear of their local unions had moved from one district to another, thus creating a considerable amount of inefficiency even where a full force of men were working.

Unfortunately for those who had expected the market to become easier as soon as the strike was over, the protracted period of its duration has piled up so many orders ahead that we see no possibility of conditions becoming easier for many months to come. On the contrary, buyers have so feverishly bid prices up to constantly higher levels that a certain amount of speculation has been stimulated which makes the position even more critical.

There is much speculation in this country to-day regarding the possibility and probability of freight rates being advanced when the railways are turned back to their owners on the 1st of March. The roads to-day are running far behind, the deficit being made up by the Government, since wages and other expenses have been allowed to advance without corresponding advances in rates. We do not anticipate that advanced rates will be approved by the Interstate Commerce Commission immediately after the roads are returned back, but eventually it will be necessary so that with this uncertainty it is very difficult to make safe estimates on deliveries far into the future as of course, c.i.f. quotations would be immediately affected.

If it were not for the extreme and critical shortage of supplies of all kinds, we would be inclined to look for a break in prices of all commodities during the latter part of this year as everyone knows the financial situation is not on a sound basis any place in the world as credits are very much over-extended. We still anticipate financial disturbances which may affect general conditions in the United States as well as elsewhere. In fact, it is only by such disturbances that over-speculation and extravagance can be checked, but we do not see now how anything can occur to bring the general average of present prices down materially during the next six months. In fact, we think clients will be quite safe in placing their contracts at present prices or even at advances over present prices in some instances for shipment within six or eight months. It may be equally safe to make extensions even further ahead than that and we are advised that many are doing so, but we feel that a change must come and when it does we do not want to find either ourselves or our clients in a bad position.

Tinplate.—None available for first half delivery; small lots available for shipment during third quarter; we indicate an approximate price of \$11.50 per box.

Mild Steel Plates.—There is an unlooked for demand for plates and mills are now turning down business. This has caused an increase in the price which does not seem to lessen the demand. We quote Mild Steel Plates \$5.00 per 100 pounds base with usual advance of 10 cents for Lloyd's plates; delivery during second quarter.

Light Rails.—Practically no light rails being offered except at high premium. Some speculators are now offering small lots at exorbitant prices for practically immediate shipment. None of the mills quoting. Based on to-day's quotations the approximate c.i.f. price is \$110.00 per ton of 2240 pounds, which price includes the accessories.

Bars.—There is a tremendous shortage of bars and prices are steadily increasing. Nearly all the eastern mills are out of the market. Practically all bar mills are sold up for first half and have not yet opened their books for the last half of the year. Based on current costs, we quote \$4.85 per 100 pounds c.i.f., June/July shipment. A price of \$5.00 is shortly expected.

Plate cuttings.—On account of the fact that many of the shipyards are closing, the available supply of plate cuttings is somewhat limited and we are in position to supply the following specifications:

From 2" to 6" and under.

From 6" to 12" and longer.

From $\frac{1}{2}$ to $\frac{3}{4}$ thick (with a small percent of $\frac{1}{2}$).

They are packed in heavy barrels containing from 800 pounds to 1,000 pounds. No tare is allowed for the barrels—the weight of the barrel is included. We quote \$2.90 per 100 pounds c.i.f.

Newspapers.—Clean folded hand-packed newspapers packed in bales of 280 pounds gross weight. The demand is heavy and there have been several recent advances. For March/April delivery we quote \$4.00 per 100 pounds.

Nails.—The situation on nails

mand must be supplied and buyers seem to be willing to pay any price asked for prompt delivery. A recent sale is reported of 5,000 kegs at a price of 12. per pound f.a.s. New York. Most mills are out of the market for the next six months. Some small lots are available. We quote a base price of \$8.15 per 100 pounds on checkered head countersunk nails for delivery during June/July. There is every probability that this price will be advanced.

Bamboo Steel.—This commodity has advanced to a greater extent than bars, due to the expensive packing required. We pack this in cases containing 1 picul net weight. Shipments during June/July. We quote a base price of \$9.50 per picul case c.i.f.

Lumber.—During the past two weeks mill prices have taken a general advance of about \$5.00 per 1,000 feet B.M. On top of this, the freight rate has advanced \$5.00 and there is little prospect that it will be reduced for some time to come. In fact, some of the more optimistic operators seem to believe that it may take another \$5.00 increase during the last half of the second quarter. There is no indication that lumber prices are going to soften for the next 60 or 90 days. To the contrary, there is every likelihood that when the railroads are returned to private ownership, there will be an unusual lumber demand from this source. In other words, all signs point to a further increase and we recommend that buyers cover their requirements for the first half of the year.—now. Based on latest advances we can quote as follows c.i.f. Japanese Ports:—

1. Rough Merchantable Douglas Fir square timber—20 40ft. lengths. 18in. x 18in. to 24in. x 24in. per M c.i.f. \$82.50; 12in. x 12in. to 24in. x 24in. per M c.i.f. \$81.75.

2. Clear Fir Flitches 5½ or 6in. x 12in. and wider—16 40ft. lengths. per M c.i.f. \$111.00.

3. No. 2 Edge Grain Flooring, Fir, 1 x 6in., dressed and matched, green, 5 24ft. lengths, per M c.i.f. \$118.00.

4. Clear Cedar Bolts, 6½ft. long, split to minimum of 12in. thickness from heart to base, per M c.i.f. \$110.00.

5. Clear Cedar Flitches—6in. x 12in. thick and wider, 12 16ft. lengths, per M c.i.f. \$145.00.

To determine current c.i.f. prices on Douglas Fir (Oregon Pine) add the following amounts to the various specifications given in the Export Schedule "H":—C.i.f. Chinese, Japanese and Philippine Ports, \$57.50; C.i.f. Australian Ports, \$60.00; C.i.f. Calcutta and Straits Settlements Ports, \$65.00.

Salmon.—Supplies are becoming more scarce and prices are firming up. We quote Reds at \$15.00, Pings \$10.25, Chums \$6.15, all per case of 48 1-lb. tails—shipment from stock. A case of Salmon weighs 70 lbs. and requires 1½ cubic feet of space.

Flour.—It has been reported that the Australian Government has placed an embargo on any further exportation of flour. With this market closed to foreign buyers, it is presumed that they will look to the American market for their requirements. The domestic demand in the United States is forcing prices upwards. Buyers are paying a premium over prices fixed by the Government. Merely as an indication we can quote as follows c.i.f. Chinese and Japanese Ports:—Club Straight Grade, per barrel, \$13.00; Blue Stem Cut-off Grade, per barrel, \$13.40; Patent Grade, \$15.00.

We can supply the "Yuki," "Steamer," "Holly," "Port of Seattle" or "Trans-Pacific" brands from our own stocks, but will be pleased to arrange for special brands upon request.

MACHINERY DEPARTMENT.

We offer the following list of unusually high grade used machinery:—20 Cisco 20in. x 8ft. screw cutting engine Lathes with 3-step cone, double back gear, quick change gear box, compound rest, power cross feed, taper attachment, with off-set tail stock, centre rest, face plates and countershaft. Condition 95 per cent. Price each f.a.s. \$1,500.00.

12 American Tool Works Co. 24in. x 10ft. screw cutting engine Lathes with 4-step cone, strongly back geared, quick change gear box, compound rest, power cross feed, taper attachment, with off-set tail stock, centre rest, and friction countershaft; condition 95 per cent., each f.a.s. \$2,500.00.

Two South Bend 24in. x 8ft. screw cutting engine Lathes, 4-step cone, strongly back geared, quick change gear box, compound rest, power cross feed, taper attachment, with off-set tail stock, centre rest, face plates, friction countershaft; condition 91 per cent., each \$1,400.00.

Six R.K. Le Blond 30in. x 12ft. screw cutting engine Lathes, heavy duty, 3-step cone, double back gear, quick change gear box, compound rest with power, cross feed, taper attachment, off-set tail stock, centre rest, two face plates with oil pump and connections, complete with friction countershaft; condition 95 per cent. to 97 per cent., each f.a.s. \$2,900.00.

Eight Sydney Tool Works 17in. x 8ft. screw cutting engine Lathes with 3-step cone, double back gears, quick change gear box, off-set tail stock, compound rest, power cross feed, bed fitted with oil pan and reservoir, also

RECORD REPAIR OF CLAN LINER.

The Clan liner Clan Malcolm, with was in collision with the Lycan on Sunday, 25th of January in the River Mersey, and which resulted in the former vessel being cut down almost to the water's edge abreast No. 1 hatch, is now practically ready to resume her interrupted voyage. The work was placed in the hands of Messrs. H. and C. Grayson, Ltd., and was commenced at one o'clock the following day, Monday, 26th January, and was completed in seven working days. The work involved the cutting away, renewal and riveting of hull plates, frames, beams and deck plates.—*Journal of Commerce.*

posts complete with friction countershaft; condition 95 per cent., each f.a.s. \$1,800.00.

35 Foster Machine Co. No. 2 screw machines with plain head, wire feed, 3-step cone, complete with all usual equipment including friction countershaft; condition 91 per cent. Ten of these are fitted with 2-stock rests and one feed bar. Price each f.a.s. \$1,750.00.

15 Racine Machine Works 6in. x 6in. high speed, drawn cut, power Hack Saws, complete; condition 75 to 90 per cent. Price f.a.s. from \$150 to \$200 each.

One 12in. 2-stage Kingsford Foundry & Machine Co. Vertical Turbine Pump, fitted with cast iron sub base and arranged for motor drive, with direct connection for Westinghouse 150 h.p. motor; condition 100 per cent.

One 12in. 3-stage Kingsford Foundry & Machine Co. Vertical Turbine Pump, fitted with cast iron sub base arranged for direct connection to 200 h.p. Westinghouse motor, all complete, condition 100 per cent. Price for both pumps as above f.a.s. \$6,000.00.

These pumps have never been used and are therefore new. They are fitted with a packing gland over ball thrust bearing. They are designed to handle 2,000 gal. per min. and are both equipped with bronze impellers and, while designed to operate against 200ft. head, can be changed by slight alteration of impellers for different head. We can furnish the two 150 h.p. and 200 h.p. motors for these pumps for an additional sum of \$3,600.00. All of the above to be packed for ocean shipment and delivered f.a.s.

All this machinery is offered subject to prior sale.

Note:—Explanation of condition—100 per cent. represents new and perfect machines; 95 per cent. represents within 5 per cent. as good as new; 90 per cent. within 10 per cent. as good as new, etc.

Ocean Space.—Traffic Conditions Contrary to expectations, the extra tonnage for Feb.-March which we expected to be available has not materialized. In fact, conditions have reversed themselves decidedly, and now American shippers to the Orient are face to face with a very acute shortage in ocean space. The principal reason for this situation is that a great number of United States Shipping Board steamers have been and are now being built in Japan. Naturally, with this large amount of tonnage on hand, rates on commodities from China and Japan have dropped from \$3.00 to \$5.00 per ton. This abnormally low rate barely takes care of the loading and unloading charges, but is regarded as being preferable to ballast. Operators and owners of Japanese steamers, therefore, had to look for other routes since they could not see their way clear to send these boats over here for practically nothing and then take chances on making the return trip pay for the whole voyage.

Current running rates and quotations follow:

Pacific Coast to Kobe, Yokohama, Hongkong and Shanghai.—Steel, \$12.00; measurement, \$14.00 to \$20.00; lumber, \$40.00 per 1,000 feet.

Pacific Coast to Singapore.—General cargo, \$22.30, and steel, \$17.86.

Pacific Coast to Calcutta.—General cargo, \$24.00, and steel, \$20.00.

Pacific Coast to Australia.—Weight or measurement, \$25.00.

Pacific Coast to Southern French Ports.—Lumber, \$60.00 per 1,000 feet; canned goods, \$42.00, and general cargo, \$50.00.

Pacific Coast to English Ports and Glasgow.—Lumber \$60.00 per 1,000 feet and canned goods, \$35.00.

New York to Kobe, Hongkong, Shanghai, Singapore and Manila.—Iron and steel, \$18.00 per 2,000 pounds; general cargo, \$22.40 per 2,000 pounds, and general cargo, \$25.00 per ton of 40 cubic feet.

New York to Calcutta.—Iron and steel \$20.00, and measurement cargo \$28.00.

Important:—As a basis for all our C.I.F. quotations we have used an arbitrary ocean rate of \$10.00 per tons of 2,000 pounds or 40 cubic feet at ships option. To obtain exact C.I.F. quotations for your port our above quotations must be corrected to the basis of current freight rates to your port. Also kindly consider these quotations as market indications only. If you have firm enquiries in hand consult our nearest branch house or cable us for firm "last minute."

THE CHINA MAIL EXTRA.

HONGKONG, TUESDAY, MARCH 30, 1920.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. Sequoya, Capt. Phillips, 3318 tons, arrived yesterday at 10 a.m. from Beaumont with 3000 tons of petroleum.

The s.s. Kwai Sang, Capt. L. Mc. C. Hussey, 1,435 tons, arrived yesterday at 7 p.m. from Singapore with 1,385 tons of oil and general cargo.

The s.s. Toyen Maru, Capt. Tokio Shimazaki, 2,175 tons, arrived yesterday at 11 a.m. from Sandakan with 5 bags of mail and 2.43 tons of coffee and glass.

The s.s. Loong Sang, Capt. J. V. Simpson, 1,093 tons, arrived yesterday at 8.20 a.m. from Manila with 161 bags of mail and 1,429 tons of general cargo.

DEPARTURES.

The s.s. Suifang, Capt. Gibbs sailed for Shanghai via Amoy at 4 p.m. to-day with 1,500 tons of general cargo.

The s.s. Choysang, Capt. Baker sailed for Shanghai at 6.30 a.m. to-day with 1,000 tons of general cargo.

The s.s. Lai Sang, Capt. Mooney, sailed for Calcutta via Singapore at 3 p.m. to-day with 3,000 tons of general cargo.

The s.s. Haiching, Capt. Stewart, sailed for Foochow via Swatow at 2 p.m. to-day with 1,800 tons of general cargo.

THE LAW AND THE PROFITS.

Our opulently emolumented Judges in the Straits Settlements may be counted among the few to whom the great and universal rise in the cost of living has meant little or nothing. With what feelings of envy indeed must a Judge of the High Court at home, with his income reduced by taxation and prices to less than a quarter of its pre-war purchasing power, have noticed the glowing and grateful terms in which reference is made—by Sir John Bucknill himself, we believe—in the report of the Civil Service Salaries Commission to the splendid magnificence and ample emoluments enjoyed by the Chief Justice and his colleagues in this country. Small wonder that the local press should sometimes timidly enquire whether the public purse can properly carry such a strain or that Chinese and British merchants and miners should aspire to an income equal to the salary of a Puisne Judge as the height of their ambition.

Silence, oh voices of envy! It was perhaps a trifle indiscreet of the Chief Justice to insist so lyrically on the opulence of the Bench, the freedom which its members enjoy from all financial cares, and their generous pensions. But one thing we may safely say—and it should silence all critics. Just as it is axiomatic that a country has the judges it deserves, so is it a mathematical truth that judges are paid as much as they are worth.—*Straits Echo*.

TEN LARGE STEAMERS.

Ten large steamships, carrying more than 65,000 tons of cargo left Puget Sound for the Orient, South America and Honolulu in one week in February. These vessels carried lumber, machinery, copper, canned goods, grain and other products of the Pacific Northwest and other sections of the United States.

The "Kobshun Maru," in the new trans-Pacific service of the Ocean Transport Company of Japan, represented here by the Trans-Oceanic steamed from Seattle for Japan and China with a full cargo.

The steamship Eastern Guide, recently allocated by the United States Shipping Board to the Matson Navigation Company, sailed the same day for Honolulu with a full load of lumber, grain and general merchandise.

The steamship West Ivan, operated by Frank Waterhouse & Company, left Seattle with 7,500 tons of cargo for Japan, China and the Philippines.

The steamship Robin Goodfellow, of the Robin Line, chartered to the Pacific Steamship Company, left in the same week on her maiden voyage with cargo for the Orient.

In the South American service of W. R. Grace & Company, the steamship Santa Inez sailed with a load of lumber for Callao, Peru.

The steamship Eldridge of the Pacific Steamship Company's line, the steamship...

"BLACKMAIL AND EXTORTION."

STORY OF ACTOR'S IMPRISONMENT.

AWARDED \$1,000 DAMAGES.

In the Supreme Court this morning before the Chief Justice, Mr. H. H. J. Gompertz a case was mentioned in which the Hon Cheong Company, theatrical proprietors, sued an actor named Chan Fung Shan alias Kwai Fi Man for \$33,000 whereof \$3,000 was money deposited with him by the plaintiffs and the remainder damages for breach of a contract of service dated June 25th 1919.

Plaintiff's statement of claim set out that the defendant agreed to serve them for six years as an actor in consideration of the sum of \$51,000. The plaintiffs deposited with defendant a sum of \$3,000, it being provided that on a breach of the agreement by the defendant ten times the amount of the deposit should be paid to the plaintiff. The defendant had not served the plaintiffs as an actor. Plaintiffs claimed the return of the deposit and the sum of \$30,000 as liquidated damages or in the alternative plaintiffs claim to have suffered loss and claim \$33,000 as damages.

On the file was a statement by Cheung Tsz Hing of Wong Sha, described of assistant manager of the Pat Wo Guild, that is the actors' guild, which was formed for the protection of actors and their employers, it being part of its functions to settle all disputes. He remembered the company called Hon Cheong. In 1915 the company closed and all agreements made by the said Company with the actors engaged by them were cancelled, with the exception of that of defendant.

The defendant denied that he entered into an agreement with the partners named as belonging to the firm. The Company went out of business and did not give him an engagement.

Mr. C. G. Alabaster, instructed by Mr. M. K. Lo, appeared for the defendant and Mr. J. H. Gardiner, solicitor for plaintiffs, filed a letter stating that he had no further instructions.

Mr. Alabaster said in this case the defendant was arrested at the instance of the plaintiffs and in consequence of being unable to put up security for the amount claimed against him, he had had to remain in prison for 100 days. The plaintiffs had now failed to turn up to proceed with their claim and it was evident that the putting of defendant in prison was an attempt to blackmail and set some squeeze out of him in order to get his release. He did not pay this squeeze and he was entitled under section 571 of the code to \$1000 damages. He (Mr. Alabaster) submitted that this was a case where the full to \$1000 should be exacted.

His Lordship: There are two grounds. One is that the arrest was applied for on insufficient grounds.

Mr. Alabaster said the other was if the action was dismissed or the case went by default.

His Lordship: As to the first I do not know what the grounds are.

Mr. Alabaster: I am coming to that. I shall have to tell you the facts. I shall submit that we are entitled to judgment for \$1,000 on all three grounds.

His Lordship: Has the plaintiff had notice of this application? It is a very special application.

Mr. Alabaster: I am told the plaintiff does know of this application.

His Lordship: The plaintiff solicitor knows of this application.

Mr. Alabaster:—Yes, he says he did.

Counsel then shortly reviewed the case and put the defendant in the box.

At the conclusion of defendant's evidence Mr. Alabaster said they would like the agreement held by the plaintiffs to be given to defendant or impounded in Court.

His Lordship: Where is it?

Mr. Alabaster: I think it is in possession of their solicitor.

Counsel proceeded to state that although he did not think an action could be commenced in Canton on this agreement they might start one in Macao for instance. The document had been used here for purposes of extortion but had failed.

His Lordship declined to make any order with regard to the document. He dismissed the case with costs, awarded the defendant \$1,000 and ordered his release from prison.

Maru and Chicago Maru, Osaka Shosen Kaisha mail-passenger-freight vessels, sailed for Japan; and the steamship Valdez, chartered by Thorndyke & Trenholme took a full cargo of lumber for South America. The Valdez carried 1,700,000 feet of lumber and its sailing marked the...

DANGEROUS ROADS.

[Contributed.]

Some of our roads are dangerous, particularly to motorcyclists, owing to the depth of sand the Public Works Department seems to think it necessary to put on the surface to protect the macadam. A rather nasty accident is reported to have happened the New Territory on Sunday for this cause. A motor-cyclist was rounding a corner at moderate speed when the sand caused the machine to "crash." He skidded along until the machine slipped down a bank. He is now a bed with a cut—and probably a broken leg—a heavily bandaged wrist and a face decorated by various bruises. The passenger on the back of his cycle got an injured ankle. No one objects to roads being seen after, but is all this sand, sometimes put down to a matter of inches, really necessary?

THE SHIPPING ENTENTE

NEW ANGLO-FRENCH COMBINE.

With the establishment of a "Baltic" Shipping Exchange in Paris on English lines, and the opening of a Paris office by Lloyd's Register, the shipping links in official quarters are growing stronger between France and England. It is only quite recently that a link has been formed on the purely business side. But the magnitude of the commercial interests concerned point to a very useful future of this combine. It is known as the Societe Franco-Anglaise d'Affretement, has a capital of three million francs, and has been formed to centralise the organisation of freights for the interests concerned. This will save a lot of waste and overlapping. Monsieur Andre Lebon, president of the Messageries Maritimes, is president of the new company, and Sir Frederick Lewis, Bart., chairman of Messrs. Furness, Withy and Co., Ltd., is vice-president, and the managing director is Count O. de Lubersac.

Messrs. Furness, Withy and Co.'s French company will represent the British interests in France, and the brokers are Messrs. H. Clarkson and Co., Ltd., London, and MM. A. Copel and Co., Ltd., Paris.

The French companies included are:—Messageries Maritimes, Compagnie Fabre, Compagnie Furness (France), Compagnie Generale Transatlantique, Compagnie de Navigation Sud-Atlantique, Chargeurs Reunis, Dior et Fils, L. Dreyfus et Cie. Paris, Etablissements Kuhlmann, Compagnie des Forges et Acieries de la Marine et Honnecourt, Compagnie des Forges et Acieries de Micheville, Compagnie des Forges et Acieries de Pont-a-Moosson, Societe Franco-Indo-Chinese, and Transports Maritime.—*Journal of Commerce*.

ARRIVALS.

March 30.

The s.s. KWAI SANG, Brit., 1,435 tons, from Singapore, Capt. Hussey, J. M. & Co.

The s.s. SEQUOYA, Brit., 3,318 tons, from Beaumont, Texas Capt. Phillips, Standard Oil Co., Lai Chi Kok.

The s.s. PILSNA, Ital., 4,648 tons, from Shanghai, Capt. Bednarz, Dodwell & Co., A.S.

The s.s. TOYEN MARU, Jap., 2,175.55 tons, from Sandakan, Capt. Shimazaki, O.S.K. Wanchai.

The s.s. HSINTAH, Chi., 1,340 tons, from Shanghai, Capt. Glen, C. M. S. N. Co., C41.

The s.s. TEIKAI MARU, Jap., 724 tons, from Keelung, Capt. Kawabata, O.S.K., Wanchai.

CLEARANCES.

March 30.

The s.s. TATONTSE, (Fr.), cleared to-day and will sail for Saigon at 6 a.m. to-morrow.

The s.s. KEAO SAMUD, (Siam), cleared to-day and will sail for Saigon at 7 a.m. to-morrow.

The s.s. JAPAN, (Brit.), cleared to-day and will sail for Calcutta via Singapore at 1 p.m. to-morrow.

The s.s. PILSNA, (Ital.), cleared to-day and will sail for Trieste via Singapore at 9 a.m. to-morrow.

DEPARTURES.

March 30.

The s.s. CHINHUA, (Brit.), Capt. Speed, Agents E. & S., left for Bangkok via Swatow to-day.

The s.s. OYLERIC, (Brit.), Capt. Newton, Agents Bank Life Ltd., left for Miti to-day.

The s.s. FOOKSANG, (Brit.), Capt. Mitchell, Agents J. M. & Co., left for Kobe to-day.

The s.s....

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
BANCA (Cargo)	6,000	3rd April	Marseilles, London and Antwerp.
HIVA	9,000	15th April	

BRITISH INDIA-APCAR SAILINGS (South)

APAN	6,000	31 Mar. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Apr.	Sandakan, Thursday Is.
EASTERN	4,000	19th May	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

DILWARA	4,600	4 Apr. d'light	Shanghai.
GREGORY A.	4,600	4th April	Shanghai & Kobe.
NORE	6,700	5th Apr.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 in. x 12 in. x 12 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Tuesday, 13th Apr., at 11 a.m.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU ... Monday, 5th Apr., at noon.

YOKOHAMA MARU ... Friday, 16th Apr., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... End of April.

TSUYAMA MARU ... End of April.

LIVERPOOL & MARSEILLES via Suez, Port Said, Suez & Port Said.

TOBA MARU ... Sunday, 11th April.

WAKASA MARU (Calling Genoa) Beginning of May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st Apr., at 11 a.m.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

GENOA MARU ... Wednesday, 7th April.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Tuesday, 6th April.

BOMBAY & CO. OMBO via Singapore.

SHINZU MARU ... Tuesday, 6th April.

MEICHI MARU ... Thursday, 8th April.

ALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Saturday, 3rd April.

RANGOON MARU (Omitting Penang) Monday, 19th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 17th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

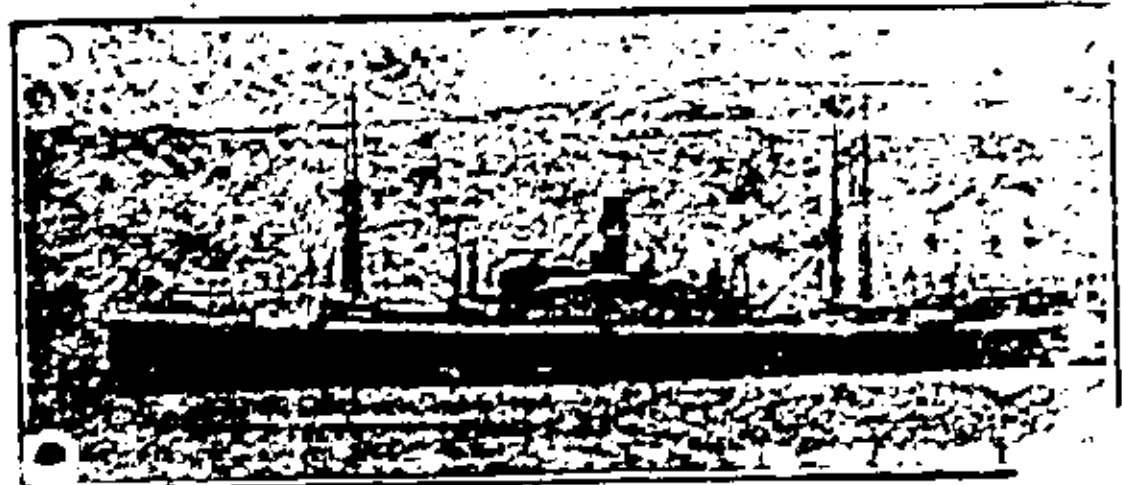
TENSHIN MARU ... Thursday, 1st April.

MISHIMA MARU ... Tuesday, 6th Apr. at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected in or about	Will leave on or about	For
Tjipanas	Java	in port	7th Apr.	Saigon.
Tjikembang	Japan	5th Apr.	7th Apr.	Batavia.
Tjitaroem	Amoy	5th Apr.	9th Apr.	Batavia.
Tjisalak	Java	11th Apr.	16th Apr.	Java.
Tjilatjap	Java	14th Apr.	23th Apr.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Next Sailing for SAN FRANCISCO.

S.S. "TJISONDARI"

on or about 11th April.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

oYrk Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDES MARU" ... Wednesday, 31st March.

"HAVANA MARU" ... April. (Call Marseilles)

"HAYRE MARU" ... May. (Call Marseilles)

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Monday, 5th April.

"PANAMA MARU" ... Middle of June.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Saturday, 10th April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" ... Sunday, 4th April.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 7th April.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"ARABIA MARU" (Call Shanghai) Tuesday, 6th April.

"MANILA MARU" (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 4th April.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 8th April.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	27th March	31st March

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & ROTTERDAM	"KAZENBE"	20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing Beginning of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "INNSBRUCK"

Sailing on or about 28th March.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA"

Sailing March 31st, at 8 a.m.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRADING CO., LTD.

(TANJO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hangsang	Tues., 30th Mar. at d'light.
SANDAKAN	Hinsang	Tues., 30th Mar. at noon.
STRAITS & Calcutta	Laisang	Tues., 30th Mar. at 3 p.m.
KOBE	Kwaisang	Wed., 31st Mar. at 5 p.m.
MANILA	Loongsang	Fri., 2nd Apr. at 3 p.m.
SHANGHAI	Wingsang	Sat., 3rd Apr. at d'light.
TIENTSIN	Cheongsing	Sun., 4th Apr. at d'light.
HAIPHONG via Hoihow	Taksang	Sun., 4th Apr. at 8 a.m.

CALCUTTA LINE.—This line now offers regular sailings to Calcutta, Penang and Singapore.

SHANGHAI LINE.—Sailings approximately every 6 days between Canton and Shanghai, sometimes sailing as follows. Through bills can be obtained and through bills of lading are issued to all Harbours and Yanchow ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly of passengers and cargo, calling at Hoihow and Indochina ports.

JORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having no date accommodation for passengers.

Cargo taken on through Bills of Lading for Kaifu, Jussou, Looan, Kowloon and Looan. Dates of sailing at Wharfedale and Chio.

CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or about 30th March for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HONGKONG	Takoo Wan Yi	31st Mar. at 9 a.m.
SHANGHAI	Sinkiang	1st Apr. at noon.
HAIPHONG	Kailong	2nd Apr. at 10 a.m.
SHANGHAI & TSINGTAO	Tean	3rd Apr. at 4 p.m.
SWATOW & BANGKOK	Chusan	6th Apr. at 10 a.m.
AMOY, SHAI & PUKOW	Shanlung	6th Apr. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	13th Apr. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Mar. 30, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	TUES., 30th Mar. at 1 p.m.
Mo Iaita (Haikong)	Ed. Walk	FRI., 2nd Apr. at 1 p.m.
Haikong	W. C. Passmore	TUES., 6th Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	March
"CHARLTON HALL"	via Panama & Havana	31st March
"JASON"	via Suez	10th April
"CITY OF COLOMBO"	via Suez	5th May
"EURYMACHUS"	via Panama	12th May

* Calling at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO., CANTON.

POST OFFICE.

EASTER HOLIDAYS.

The General Post Office will be open on the 2nd, 3rd and 5th inst from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary correspondence and one collection from the Pillar Boxes on each of these days also a special delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

Reading matter intended for the use of the troops proceeding home by the s.s. HYSON, will, if sent to the G.P.O. be delivered on board the vessel.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per TEAN, 31st Mar.
Bombay and Straits—Per TEN-SHIU M., 31st Mar.
Straits—Per GREGORY M., 1st April
Japan—Per KATORI M., 1st April
Japan—Per HAKODATE M., 2nd April
Straits—Per CHUNRA, 3rd Apr.
Straits—Per DILWARA, 3rd April
Straits—Per MISHIMA M., 5th April
Straits—Per TOYOOKA M., 7th April
Straits & Calcutta—Per YEBO-SHI M., 12th April.
Straits—Per SADO M., 14th Apr.
Australia and Manila—Per AKI M., 16th April.

OUTWARD MAILS.

TO-MORROW.

Straits, Bangkok & Calcutta—Per J

TO-DAY'S PICTURES.



CZECHS IN SESSION.

The above picture shows the Parliament of Czechoslovakia in session.



BRITAIN'S PREMIER.

Above is the latest photo of Mr. Lloyd George. He is wearing the Grand Cordon of the Legion of Honour.



THE "WHIPPET" AEROPLANE.

The Austin Company of England have produced the "Whippet" an aeroplane which has folding wings and makes a speed of 95 miles an hour. Its size does away with storage difficulties. The photo shows how small the plane is by comparison with the man standing with arms outstretched.



ARMENIAN REFUGEES.

Above is seen a group of Armenian refugees, who are being cared for by Near East relief workers.



NEW YORK'S NEW AUDITORIUM.

Theodore Roosevelt, Jr., son of the late Colonel, is seen above laying the cornerstone of the Civic Auditorium, at New York. It is to be erected by the League for Political Education.



LADY ACHESON.

Viscountess Acheson, one of the handsomest and most popular women in London society. She is the daughter of Mr. J. Ridgley Carter, Secretary of the U.S. Embassy at London and afterward U.S. Envoy at Bucharest. Her husband, Lord Acheson, is at present visiting Hongkong.

DOINGS OF THE DUFFS

Grandma Hasn't Seen the Latest Fashions.

BY ALLMAN



